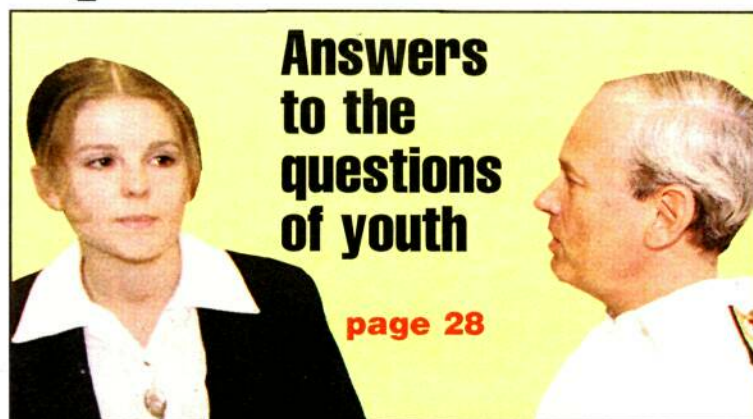


Navy News

AUGUST 1997

70p



Answers to the questions of youth

page 28



Miss Saigon raises the flag for HMS Beaver

pages 12-13

Liverpool's hot spot



page 9

HMS INSURANCE

Task group gave 'over horizon' back-up to HK

AS MILLIONS of people world-wide watched the handover of Hong Kong to China, the largest Royal Navy force in the Far East for 25 years lay unnoticed, just over the horizon, reports *Dominic Blake*.

Aircraft from HMS *Illustrious* were within an hour of the colony and Royal Marines could have been put ashore in just half a day during the crucial stages.

Everyone expected that the return to Chinese sovereignty would go as smoothly as it did, but the presence of such a large force close by gave Britain some vital insurance against the unexpected.

The Commander of the UK Task Group, Rear Admiral Alan West, told *Navy News*: "The force I have here is the most powerful maritime force in the region apart from the US Seventh Fleet."

"As a military commander it is very, very useful to know that you have got something available if something happens that you never expected, and that is what we were here for."

"Our aim was to do that, without exciting anyone or making the handover more difficult, and I think we got the balance just right."

Submarine

The flotilla included almost every ship on the Ocean Wave deployment, the carrier battle group led by *Illustrious*, the amphibious task group led by HMS *Fearless* and the nuclear submarine HMS *Trafalgar*.

American, Korean and Australian submarines were also under Admiral West's command, a first for the Royal Navy, for an ASW exercise which coincided with the handover.

Over 120 million tuned in to watch the ceremonies ashore in

which sailors from HMS *Chatham*, HMS *Illustrious* and The Royal Yacht played a starring role.

And when *Britannia*, *Chatham*, RFA *Sir Percivale* and the three ships of the Hong Kong squadron

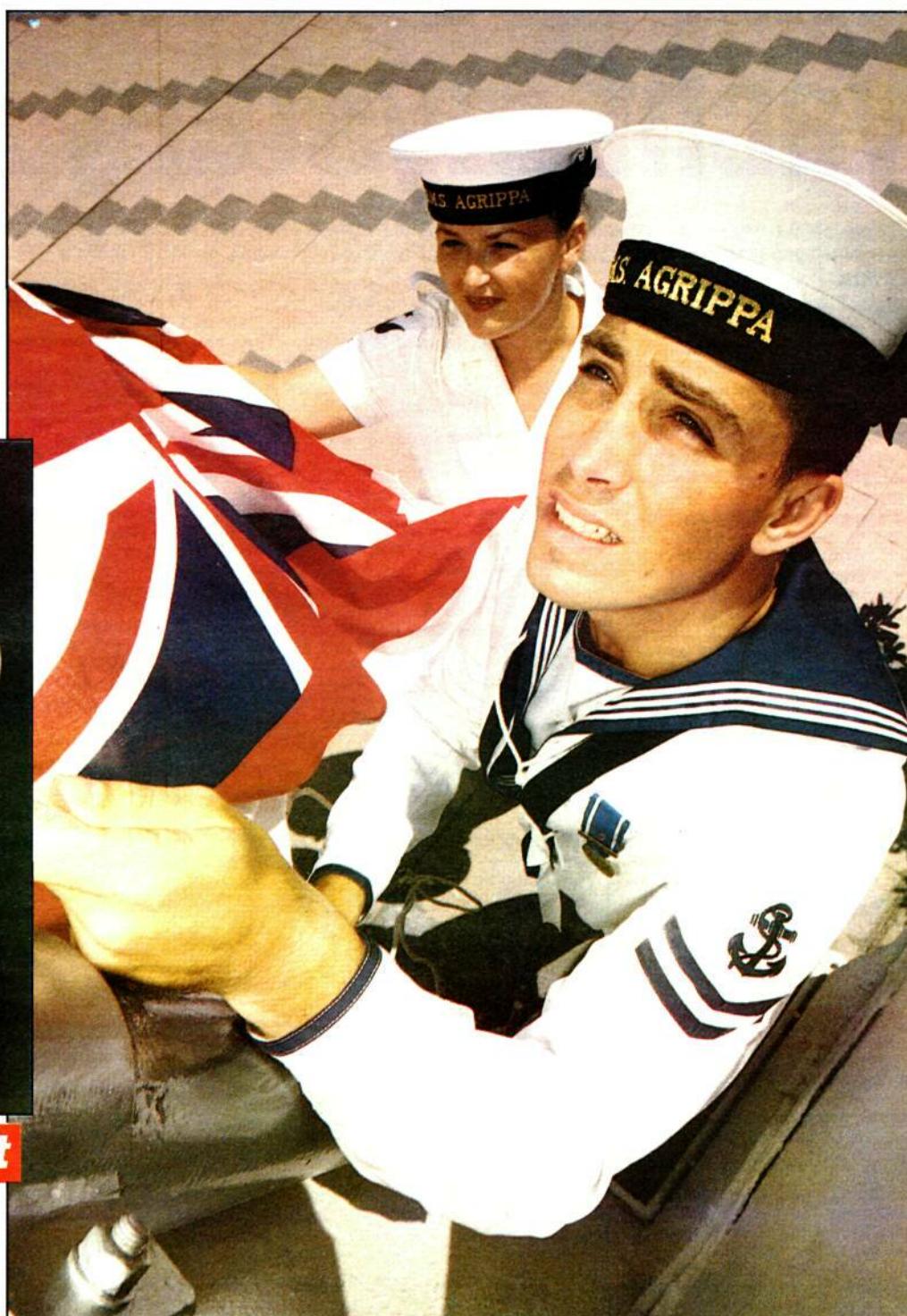
sailed out of Victoria Harbour in the small hours of July 1, the task group was waiting to meet them in the South China Sea.

■ Exclusive pictures from Hong Kong - pages 19-21.

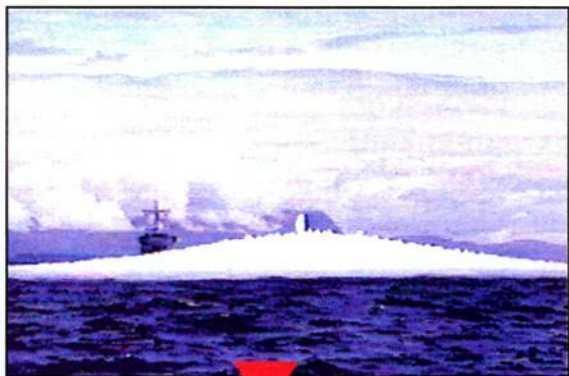


The Flag - first and last

WHILE the Union Flag was lowered for the last time over Hong Kong by OM(AW) Nick Tarrant of HMS *Chatham* - pictured above by CPO(PHOT) Paul Cowpe - the White Ensign was raised for the first time over the Royal Navy's newest establishment, HMS *Agrippa* in Naples (right). LRO Dean Scales and WRO Karen Maloney (right) performed the ceremony in Italy. Turn to page 11 for report and more pictures by LA(PHOT) Steve Lewis.



GOTCHA! – AFTER 58 YEARS



THIS second-by-second sequence of pictures is a graphic illustration of the size and power of a World War II explosion – happening nearly 60 years later than intended.

Cause of the blast in Loch Ewe was a German ground mine, found and detonated by an Anglo-French force of mine countermeasures ships, out looking for nothing more than practice mines.

The harmless duds had been laid in the path of ships taking part in a Joint Maritime Course from Faslane – and so had the

real German mine, probably as early as October 1939.

It is known that the submarine U31 laid a number of them at the entrance of Loch Ewe, one of them damaging the battleship HMS Nelson on December 4 that year, and putting her out of commission for seven months.

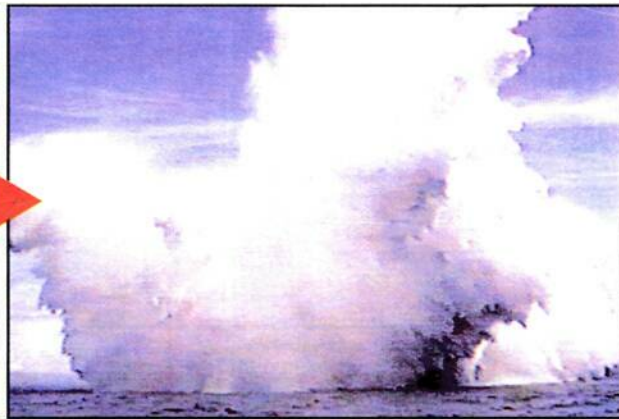
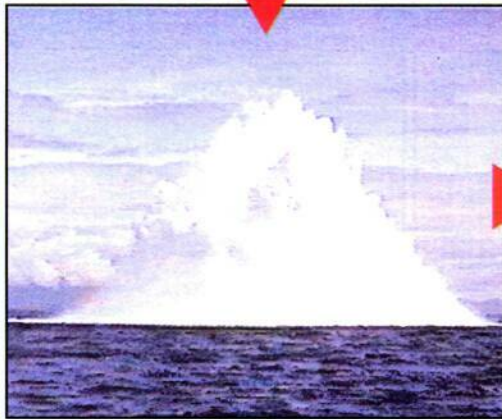
The French minehunter Sagittaire – operating in company with HM ships Brecon, Hurworth and Bridport – found the mine, containing 560kg of high explosive. She can be seen in the first frame.

The mine was moved two miles

to a safer area before Navy divers detonated it, watched by foreign and Commonwealth attaches.

During the exercise the force, under the command of Cdr Tim Williams, CO of the First Mine Countermeasures Squadron, were supported by the French diving support ship Styx and by the RN's Forward Support Unit 1.

For HMS Brecon, the incident brought her back to minehunting work with a bang, after a tour of duty in the Fishery Protection Squadron. She acted as safety ship during the operation. When it was over she visited Hamburg.



Mine ships in Med exercises

BACK in home waters after two exercises in the Mediterranean are the minehunters HM ships Brocklesby, Bicester and Inverness.

Forming On Call Force 20 they took part in Exercise Linked Seas (as reported in our July edition) and later in Exercise Alcudra, which was designed to consolidate minehunting and sweeping techniques.

Rare visit

The force was joined by mine ships from Belgium, Spain, USA, Holland, Denmark, France and Italy. Also taking part in Alcudra was the Standing Naval Force Channel, including HMS Cattistock.

During their deployment the British mine ships visited Oporto, Gibraltar, Ajaccio and Palma. Earlier Bicester had called at Gijon in northern Spain, making her the first Royal Navy ship to call at the port for 12 years.

HMS London in 'Marie Celeste' yacht mystery

WHEN HMS London came across a yacht adrift in the western Atlantic, it sparked an adventure involving mystery and survival on the high seas worthy of TV's *The X Files*.

The ship's story, which had much in common with the discovery of the abandoned Marie Celeste, began on July 6 when the 50ft German-owned ketch Ruth was spotted by LS Nick Bartlett, on watch on London's bridge. The warship was 400 miles north of the nearest land – Puerto Rico.

"It looked exactly like something from the movie *Dead Calm*," he said. "We could see there was something wrong. There were no sails up and the yacht was obviously drifting."

London's Commanding Officer, Cdr Iain Greenlees, sent a boarding party over, led by his First Lieutenant, Lt Cdr Don Chalmers.

"It was as if whoever was on board had just got up and left," said Lt Cdr Chalmers. "There were dirty dishes in the sink, a book left open on the table, ashtrays full of cigarettes, and personal belongings scattered about."

No clues

Rotting food in the cabin indicated that the vessel had been adrift for a long period – perhaps months, although surprisingly she had shipped no sea water. "The place was riddled with cockroaches, and the skeletons of three flying fish lay on the deck," said Lt Cdr Chalmers.

The yacht was cleaned up and it was decided to put a crew of six on board to sail her to Puerto Rico. Skipper was the London's doctor, Surgeon Lt Suzanne Porter, with CPO(OPS)(R) Glyn Williams as mate.

Nothing was straightforward about the voyage. From the moment that London disappeared over the horizon at sunset, until the moment the Ruth sighted land six days later, the crew were alone with the sharks – and trouble.

"When we sighted land we felt sheer relief," said Lt Porter. "The relief was all the more overwhelm-

ing because all power had failed on the second night out."

The crew had resorted to pedalling a bicycle to try to generate power, but without success – which meant they had no navigational aids. The navigator, Lt Doug Dalena, on exchange from the US Navy, had to sail by dead reckoning. Even so, when they sighted land they found they were only ten miles off course.

Other members of the Ruth's crew were POMEM(M) Paul McGarry, LS(R) Steve Carter, and WOM(AW) Bryony Bartlett.

Bryony, at 21 the youngest of the Ruth's prize crew, said the most memorable part of the adventure for her came when she encountered a large shark. "I was dangling my feet over the side when this huge fin just came out of the water.

After that I kept checking my toes," she said.

They are now safely back on board HMS London, a member of Standing Naval Force Atlantic. The German couple who owned the Ruth have been traced. They reported their vessel stolen last September after she disappeared from her moorings in the Canary Islands. It appeared she may have crossed the Atlantic all by herself.

The Ministry of Defence said the Navy were entitled to claim salvage rights.

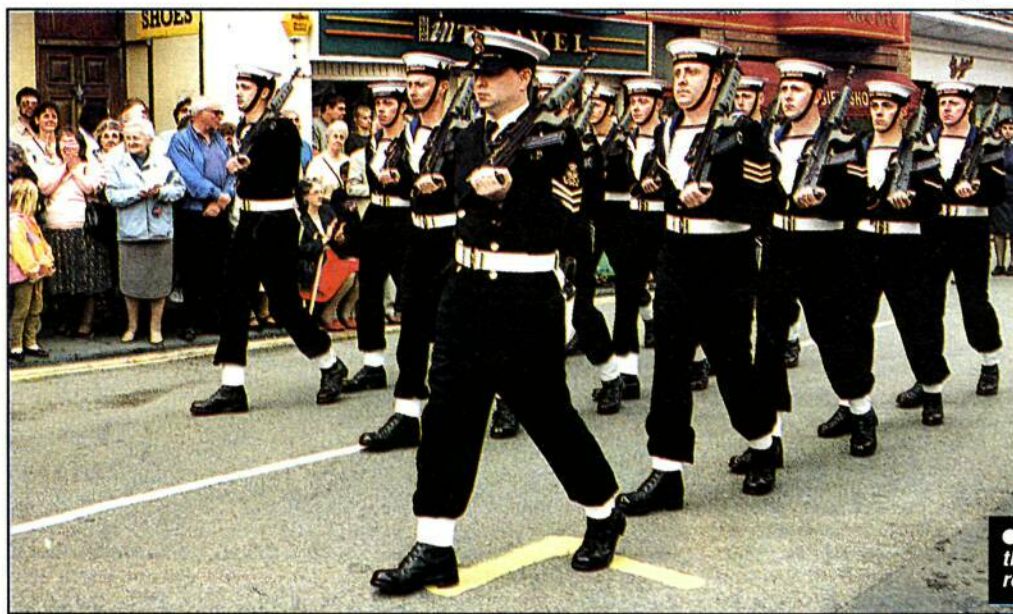
■ Before her yacht adventure, HMS London visited Halifax, Nova Scotia, with STANAVFORLANT. There, 11 survivors of Arctic convoys were welcomed on board to be presented with Russian commemorative medals by the Lieutenant Governor of Nova Scotia.

Lucky 13 in Africa



THIRTEEN members of 847 Naval Air Squadron have returned home to RN air station Yeovilton to relate legends of the falls – the Victoria Falls in Zimbabwe. This helicopter, pictured flying over the spectacular site, was one of two 847 Gazelles deployed to Africa for training exercises with Zimbabwe air force and commando units. The squadron, whose aircraft are flown by Royal Navy and Royal Marines pilots and maintained by REME soldiers, were on view at Yeovilton during Fleet Air Arm Heritage Day on July 23.

HMS Cromer honoured by her Norfolk 'home'



THE TOWN of Cromer in Norfolk has feted their adopted ship HMS Cromer – and bestowed on her Honorary Citizenship.

During a visit by the Sandown-class minehunter, a service to mark the event was held at the Church of St Peter and St Paul at which the Bishop of Kings Lynn officiated.

An inspection and parade followed during which the ship's company marched through the town with swords drawn, bayonets fixed, drums beating and colours flying.

The Royal Marines Band Portsmouth took part, as did members of the local Air Training Corps, Royal Naval and Royal Marines Associations, and Royal British Legion.

Chairman of Cromer Town

● HMS Cromer's guard marches through Cromer town after the ship received Honorary Citizenship.

Council, Cllr Trevor Taylor, inspected the parade and presented the Honorary Citizenship to HMS Cromer's Commanding Officer, Lt Cdr Neil Hunter.

Also present was Hugh Fletcher, the only living survivor of the wartime HMS Cromer, sunk in 1942. There, too, was the ship's sponsor, Lady Brown, accompanied by her husband, Admiral Sir David Brown, a former Second Sea Lord.

Shetland's big catch

SKIPPER of a Spanish trawler stopped in the Western Approaches by HMS Shetland was fined £15,000 for under-recording his catch while fishing in British waters. Shetland escorted the *Alay-Alde* into Haverfordwest, Dyfed, where magistrates imposed the fine and ordered the master to pay £1,275 costs.

£52,900 FOR FIRST POSTHUMOUS NAVAL VC

THE FIRST Naval Victoria Cross to be awarded posthumously has fetched £52,900 at auction – too much for bidders who wanted to see it go to a museum.

The medal, awarded to AB Billy Williams for valour during the Gallipoli landings, was sold by Dix, Noonan & Webb on behalf of a collector who was believed to have paid £100 for it in the 1950s.

Williams's home town was Chepstow, and before the auction Monmouthshire County Council secured the promise of an undisclosed amount of Lottery fund assistance should they bid successfully. The Council planned to exhibit the medal in

Chepstow Museum.

However, the medal fetched more than expected and the Council was outbid by a private collector.

Billy Williams (34) was one of five men in the landing ship ss River Clyde to win the VC. During the landings on April 25, 1915, the ship came under intense fire and Williams was one of those who stood neck-deep in the water to secure lighters to get the River Clyde's 2,000 troops ashore. He stood under murderous fire for over an hour before he was hit.

Williams died in the arms of the CO of the River Clyde, Cdr Edward Unwin, who was also awarded a VC. Cdr Unwin later said of Williams that he was the

bravest sailor he had ever known.

Billy Williams had served in the RN in 1895 to 1910, being called up as a Fleet Reservist when World War I broke out. He was rated a PO, but apparently accepted demotion to remain in the River Clyde for the Gallipoli landings.

Seventeen letters by Churchill to his brother Jack in which he defends his actions in instigating the Gallipoli campaign were sold for £252,000 in auction at Sotheby's on July 17. And in an auction at Bonhams, a collector paid £16,100 for the minutes of the court martial at Portsmouth of the Bounty mutineers.

Solo fight of funnel fire hero honoured



LS(D) Simon Murray – he fought inferno 'unaided at close quarters'.

A SAILOR who, without protective clothing, single-handedly braved choking smoke and falling debris to put out an "escalating inferno" in HMS Hurworth, has been awarded the Queen's Commendation for Brave Conduct.

LS(D) Simon Murray is now more widely known to have prevented a far more serious incident on board the mine-hunter on May 1 last year.

Early in the morning of that day, LS Murray had turned in after working 18 hours of a taxing schedule of training and shakedown. Twenty minutes later a major fire in the funnel and uptake space was spotted.

The safety of the ship was seriously threatened and LS Murray, a member of the standing sea emergency party, was woken by the alarm, dressed rapidly and arrived at the scene on 1 Deck in less than two minutes. There he was confronted with the funnel engulfed in flames rising to 20ft and fanned by the freshening wind.

Surrounded by thick, choking smoke and blistering heat, he began dousing the seat of the fire with an extinguisher. Members of the bridge team had swiftly rigged a fire hose which LS Murray took up and, wearing only cotton overalls, he aggressively began attacking the blaze.

The flames were quickly spreading through the funnel and casing. In recommending LS Murray for the award, Hurworth's Commanding Officer, Lt Cdr Simon Neil, said: "Unheeding of the obvious dangers and unsupported, he repeatedly became lost from view, shrouded within the smoke, braving falling debris from the disintegrating funnel.

Bombarded

"Repeatedly risking injury from the escalating inferno, Murray continued to attack the fire, attempting to access the inside of the funnel which by then had collapsed."

Eventually firemain pressure was lost, and LS Murray raced down to 2 Deck for a portable fire pump, carrying it to the sweepdeck with two members of the damage control party.

He then realised the ship's Searider boat was being bombarded by burning debris, so he grabbed a bucket and line and used sea water to douse the boat. There were two full petrol tanks in the vessel and without hesitating he braved falling, molten fibreglass and other burning debris to move the tanks to safety.

Hearing the pump being run up and the firemain restored, he returned to 1 Deck where he began his firefighting efforts again, eventually dousing the blaze just 23 minutes after the alarm was raised.

Lt Cdr Neil said: "There is no doubt that Murray's actions were crucial to maintaining a continu-

ous, aggressive attack on the seat of the fire... which prevented a far more serious incident. He showed courage in fighting the fire unaided at close quarters, outstanding initiative and total disregard for his own safety."

Simon Murray is now a member of the Defence Diving School at Portsmouth.

Jolly Roger breaks surface

JOLLY Roger of one of the RN's most distinguished submarines, HMS Ursula (see also Letters, page 6) surfaced dramatically at the end of a meeting of the Friends of the RN Submarine Museum.

The pirate flag, recording her many successes in World War II, was presented by Lt Cdr Albert Davis, her last CO before she was handed over to the Russians as part of the UK's aid package.

He is seen here (left) with the museum's Director, Cdr Jeff Tall.

Special guest of the Friends – who have doubled their membership over the past year – was former First Sea Lord Admiral of the Fleet Sir Julian Oswald.



Holed in sight of home

FORMER Royal Navy officer Simon Ross was rescued by the Sennen lifeboat when the 45ft ketch he had sailed single-handed around the world was holed by rocks just 25 miles from Falmouth.

Mr Ross, who as a lieutenant-commander was CO of mine countermeasures vessels, apparently fell asleep before his craft ran aground. He had battled through five days of gales on the last leg of his two-year trip.

Double act for a demo

Two FA2 Sea Harriers of 800 Naval Air Squadron are seen finishing practice bombing runs during a series of power demonstrations with HMS Invincible off the Isle of Wight last month.

They were joined by RAF GR7 Harriers – which the carrier will embark for the first time in a NATO exercise in September when she takes part in Exercise Tapon off the coast of Spain.

The Invincible acted as flagship for the Flag Officer Surface Flotilla Vice Admiral Sir John Brigstocke to a Task Group of seven ships as she hosted the displays for senior officers of the Royal College of Defence Studies.

The officers at the world-renowned college come to study in the UK for a year and are drawn from all three services from many countries around the globe.

Also attending were many top UK businessmen and government officials eager to sample life at sea with the Royal Navy and witness the tremendous capability and flexibility RN carriers bring to British defence – and particularly to Joint Operations.

Other ships taking part were HMS Iron Duke, Edinburgh, York, RFAs Olwen and Sea Crusader and the Dutch frigate HNMS Van Amstel. There were more aircraft, too – RAF Chinooks, a Nimrod, a Tornado, an E3D AWACS and an Army Lynx.

During 'RN in the Public Eye' days in the same period the Invincible welcomed other VIP guests including Leicester Tigers Rugby Football Club (affiliated to 814 Naval Air Squadron, the 'Flying Tigers') and comedian Jimmy Tarbuck. See page 16 and "Newsview", page 18.

Picture: Sarah-Jane Robinson

NATO set to welcome two extra fleets

THREE countries which once formed part of the Soviet bloc are set to become members of NATO before the end of the century.

At the Treaty Organisation's Madrid summit there was agreement to open accession negotiations with the Czech Republic, Poland and Hungary, which means that it is virtually certain they will join the Alliance.

It is expected that agreement will be ratified by all the current 16 member nations by 1999.

While the Czech Republic has no Navy, Poland has a maritime force including three Soviet-built conventional submarines, a destroyer, a frigate, seven corvettes and 26 patrol craft.

Although Hungary has no coastline, she has 51 mine counter-measures craft which patrol 420km of the River Danube.

Britain has insisted that the lifting of restrictions on the Alliance's military movements to and from Gibraltar be lifted as a condition of Spain's entry into NATO's military structure.

At present NATO ships cannot use Spanish waters, or NATO aircraft use Spanish airspace, on their way to or from The Rock.

Harassment case settled

A FEMALE sailor who claimed she was verbally and sexually harassed on board a Royal Navy warship has come to an out-of-court settlement with the Ministry of Defence for an undisclosed sum.

The former Wren, who does not want to be named, was due to bring a case against the Navy at an industrial tribunal. The case was backed by the Equal Opportunities Commission.

IN BRIEF

Members of the Lady in White Monument Association will attend a Memorial Service in Durban on November 11 at the invitation of the South African Navy. Tel 01707 872720 for details.

THE FLEET replenishment ship RFA Resource decommissioned for sale at the end of June. She first entered service with the Royal Fleet Auxiliary 30 years ago.

SANDRA Simmonds became the first female petty officer of the guard of divisions at a wet weather ceremonial display in front of a family crowd at HMS King Alfred.

A 12 FOOT floral replica of new assault ship HMS Ocean was lifted by crane into the centre of Barnstable, Devon as part of a maritime celebration.

THE FIRST tri-Service Defence Helicopter Flying School arrived at RAF Shawbury on 27 May. The course includes between 55 and 80 hours of training, depending on the student's particular service.

HMS Drake's new £1m galley is set to provide up to 500,000 meals a year.

FIGUREHEAD of the 150-year-old RN training ship HMS Indefatigable, carved in the image of King William IV, has found a permanent home at the Merseyside Maritime Museum.



Drafty... Supply Branch



Younger writers stay on the move

THE SUPPLY Branch ashore has been subject to a great deal of scrutiny.

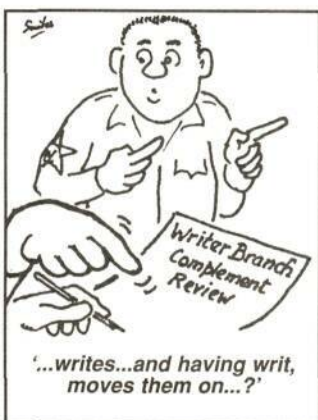
The Writer Branch Complement Review Team is putting together its report as this article goes to press.

And the results of the Naval Recruiting and Training Agency's proposals for partnering in the training establishments will mean changes to schemes of complements from April 1998.

These changes will determine what billets are available to ratings coming from sea. In addition, all Supply Department Part IV training billets will be removed from the training establishments and redistributed to Neptune, Nelson, Drake, Yeovilton and Culdrose.

So, schemes of complements are now changing even faster and more frequently than before, and turbulence is inevitable.

What personnel need to know is how to minimise the effect of this turbulence on them and how to keep Drafty informed of what they want.



The answer is simple, and has always been there. The two main modes of informing your drafting officer are through the Drafting Preference Form (C230 for the general service and C323 for submariners) and the C240 (an application for a particular draft or course.)

The DPF is the vital means of communicating your personal aims, ambitions and needs to your drafting officer.

Your own comments, perhaps about personal and family plans

for the future, coupled with the divisional officer's remarks and recommendations, are faithfully recorded in the process of updating your current drafting file.

In the Naval Manning Agency at Centurion Building, these comments give a personal touch to the boxes on the form which are either ticked 'yes' or 'no'.

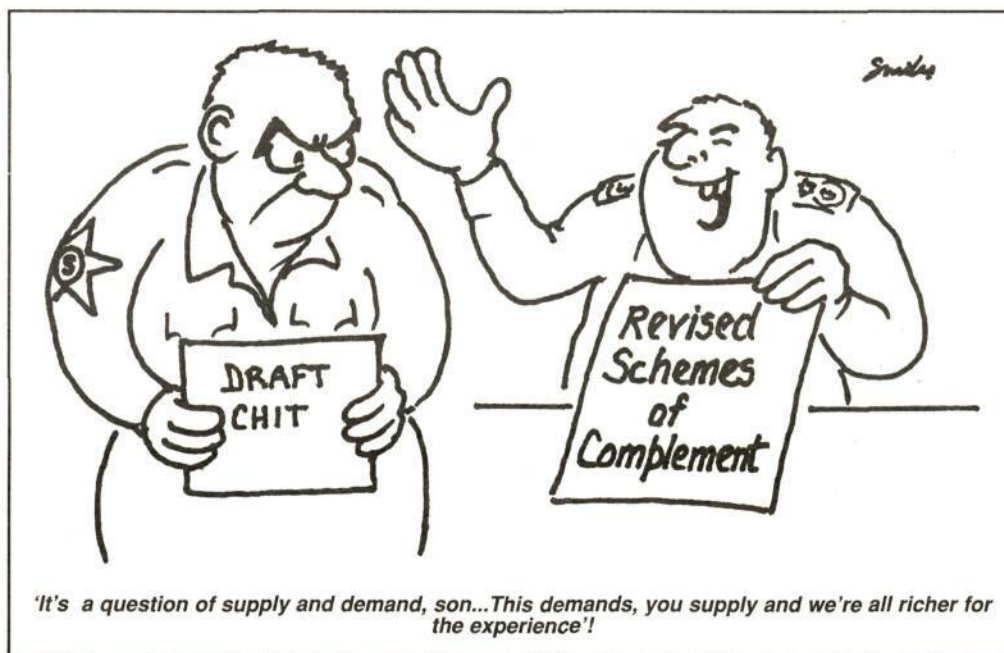
Drafty does not have sight of divisional documents, and relies heavily on the latest information which personnel and their employers supply on these forms.

Before personnel come ashore, a red-crossed DPF is raised which not only details updated preferences, but also advises Drafty of the date that the next shore job can be started.

In 99 per cent of cases the preferred location in understandably the most important factor.

With the Naval Estate slimming down, the closure of Rosyth Naval Base and Portland following next and with the Submarine School moving to HMS Raleigh in late 1999, there has been a reduction in the number of places where shore jobs can be found.

When these forms arrive from residents in such places it is very



obvious what the preference is, for example, a C230 from a LH with a home in Dunfermline might read 1st preference Rosyth, 2nd Rosyth, 3rd Rosyth and the area to avoid and other area sections left blank.

Drafty cannot create a billet there but there are no alternative preferences to consider, so one area is as good as another.

What Drafty really needs to know is which other areas would offer the LH the least pain for commuting or the possible relocation of his family.

The message is simple, personnel need to tell Drafty which other areas are best if they cannot get their preference shore or base port area. Using the C230 as a protest vote is a waste.

Staff may not think so, but Drafty's job is to give them the best of what is available to them and for their future careers, which is why Drafting is carried out by Naval personnel and not machines.

Taking the time to stop and think about what is actually wanted, giving consideration to all the options, and completing the form in full is well worthwhile.

Drafty doesn't believe that all other areas present equal

amounts of pain and joy. Staff should ask themselves which of their alternatives is the lesser 'evil'!

The form should be used to its fullest extent, and all personal details - such as the expected arrival of a second child - should be included.

Disco king

However, Drafty is not likely to leave people ashore when they are due to be at sea just because they have negotiated a nice little contract as a disco king for the summer season at the end of the pier. And yes, Drafty has had a plea for this one!

Gapping and overstretch in some areas continues to cause concern, but now the recruiting pipeline has been well and truly opened again, we can pause for breath as the ever-useful Part IV trainees front up at the employer's door in reasonable numbers.

It is fully appreciated that they are far from the peak of their profession and need gentle guidance from time to time, but a 'body' is better than nobody.

Unfortunately, the branch has suffered from starvation of manpower recruitment for so long

that it will take a while for the presence of these young people to be felt.

This means that the short length of current shore drafts being experienced in any one billet, and the necessity for Drafty to move people around more often than before, especially at the AB and LH level, will remain for a while longer - so please keep smiling.

Anyone reading this article will have noticed that it is by the Supply Drafting Team, and yet many RN personnel continue to live in the Dark Ages, constantly referring to the branch as Supply and Secretariat, or 'S&S.'

The Secretariat handle disappeared in 1995 and this should be reflected in signals, correspondence and even dialogue. We are the 'Supply' Branch and proud of it.

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Princess presides at charity meeting

THE PRINCESS ROYAL presided over the 54th annual meeting of the Wrens Benevolent Trust.

Princess Anne is the President of the charity and played a key role in the event at the Victory Services Club in London.

She spoke about the Year of the Seafarer and the need for charities to support each other.

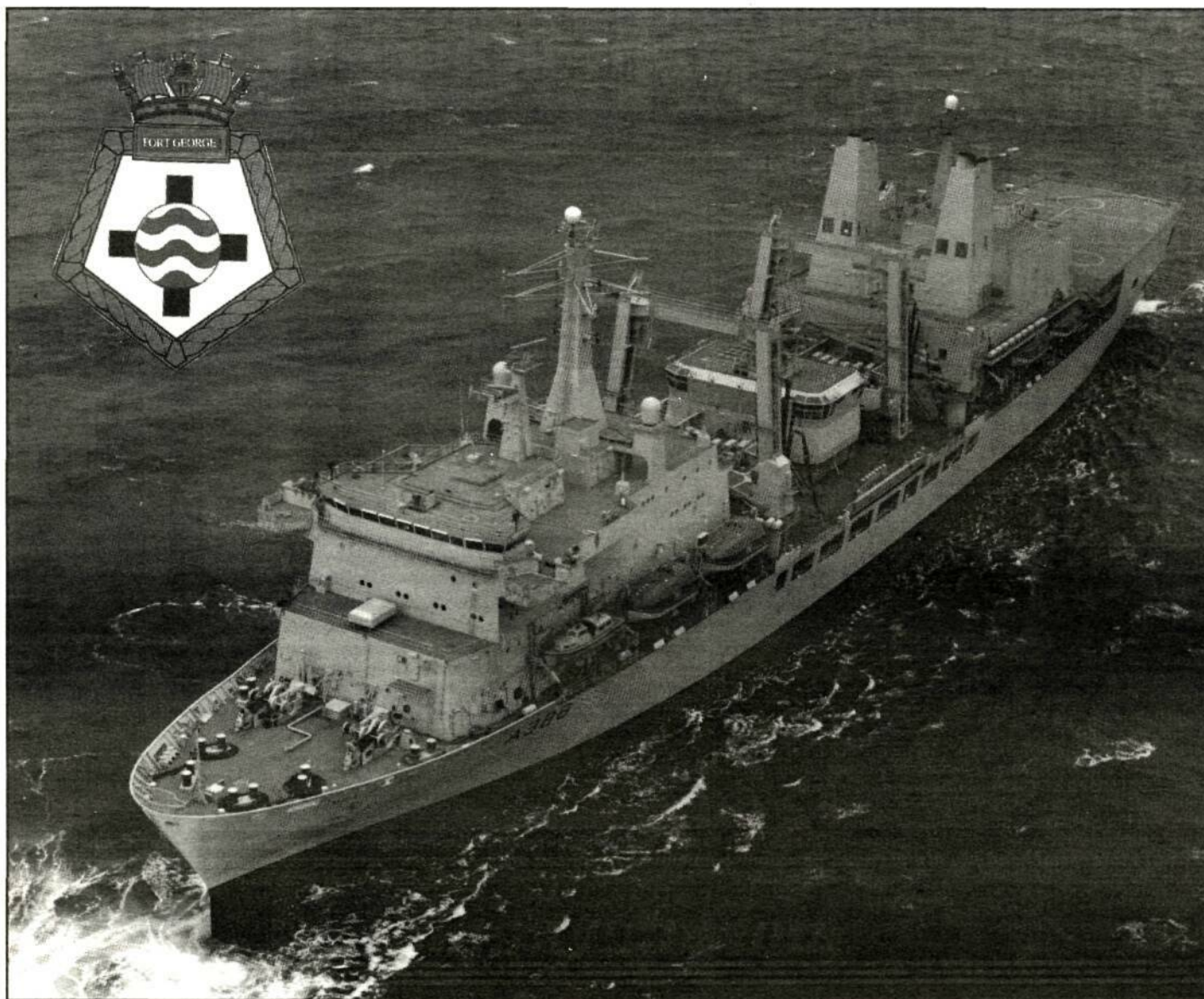
The Trust provides discreet advice and financial assistance to female members of the Service who joined before November 1993 and can be reached on 01705 655301.

● Left: WWTR Rebecca Pedlar from Centurion Building discusses the new sea-going rig for Wrens with Princess Anne.
Picture: LA(PHOT) Mark Hipkin



Ships of the Royal Navy

No 501



● Floating supermarket and more – RFA Fort George.

Facts and figures

Class: Auxiliary Oiler Replenishment vessel
Pennant number: A388
Builder: Swan Hunter, Wallsend-on-Tyne
Launched: March 1, 1991
Commissioned: July 16, 1993
Displacement: 36,580 tonnes
Length: 204 metres
Beam: 30.4 metres
Draught: 9.75 metres
Ship's company: 128; 95 RFA, nine Royal Navy and 24 civilian stores personnel, plus up to 154 aircrew
Machinery: Two Crossley-Pielstick PC2 diesel engines, two shafts
Designed power: 23,680hp per engine
Speed: 18 knots normal, 21 knots maximum
Cargo capacity: 12,505 cubic metres liquid, 6,234 cubic metres solids
Port of Registry: London
Lloyds classification: +100A1 DTsm Oil Cargoes, Ice Class 1D, (c.c.) +LMC, UMS, IGS +Lloyds RMC
Landing platforms: Two-spot flight deck for Merlin, Sea King or Lynx; hangar and maintenance facilities for five Sea King sized helicopters
Replenishment: Four dual-purpose abeam replenishment rigs for simultaneous transfer of liquids and solids; stern refuelling
Countermeasures: Decoys; four Plessey Shield of four Sea Gnat six-barrelled 130mm/102mm launchers; Graseby Type 182; towed torpedo decoy
Radars: Navigation: Kelvin Hughes Type 1007; I-band; aircraft control: Kelvin Hughes NUCLEUS; I-band
Combat data systems: Marconi Matra SCOT 1D SATCOM

Postcards of the 'Ships of the Royal Navy' series, from 1956 to the present day, are available from *Navy News*. For availability of ships, and for more details on subscriptions, please contact Promotions Manager Anne Young at Navy News on Portsmouth (01705) 826040.

More than a floating store

IN HER three years of service to date, Royal Fleet Auxiliary Fort George has already proved her versatility as store ship, tanker, helicopter platform – and rescue vessel.

Fort George, and her sister ship RFA Fort Victoria, combine the functions of ocean-going fast fleet support tanker and stores support ship – a new concept in logistics support policy at the time, as the prevailing fashion had been for single-role support ships and tankers.

They were designed with Cold War anti-submarine patrols in mind, giving them the capability to operate independently in support of groups of frigates on patrol.

To enhance this capability they were built to run very quietly, and their superstructures sloped at different angles to disperse radar reflections – one of the world's first stealth tankers, perhaps?

Fort George is built to RAS – replenish at sea – in three ways.

The four dual-purpose replenishment rigs amidships allow Fort George to transfer fuel, ammunition and stores simultaneously to two ships.

The fuel is transferred by suspending a hose from a tensioned cable, known as a jackstay, which runs between Fort George and the ship receiving fuel.

The hose is fitted with a quick-coupling probe which connects with the receiving point on the other ship, at which point Fort George pumps the fuel across.

The jackstay can also support a traveller device, which can carry loads of up to two tonnes.

In addition, Fort George carries a stern refuelling rig called a Hudson Reel.

The fuel hose is trailed over the stern by Fort George, picked up and hauled aboard by the ship to be refuelled.

Although this system is not as efficient as beam replenishment, it is safer in severe weather, where it could be difficult for two ships buffeted by wind and high seas to hold a steady course side-by-side.

The Fort Victoria-class ships have a two-spot flight deck which can accommodate helicopters the size of Merlin or Sea King, which allows for an efficient vertrep – vertical replenishment – operation.

Aircraft ferry stores from the Fort ship, either to speed up the replenishment process while fuel is being pumped, or to allow a ship to take on stores when there is no requirement to take on fuel.

The ship was also designed to provide Merlin helicopter maintenance facilities for Type 23 frigates.

RFA Fort George has been on Ocean Wave, along with auxiliary oiler RFA Olna, RFA Fort Austin (auxiliary fleet support, helicopter) and forward repair ship RFA Diligence.

The current Fort George is the second ship to bear the name, and the two vessels could not have been more different.

The original Fort George was a trawler of 180 tons, built just after the turn of the century, which was hired by the Admiralty as a decoy ship between 1917 and 1919.

RFA Fort George was laid down at Swan Hunter on Tyneside in

March 1989, and was launched by Lady Annie Slater, wife of the then Commander-in-Chief Fleet Admiral Sir Jock Slater, just under two years later. The ship was commissioned in July 1993.

She was originally going to be the second of six of this type of vessel, but there are now no plans to build any more of the class.

Facilities are spacious and comfortable; the ship can accommodate 280 people, and officers and ratings have single cabins with en-suite facilities.

Recreational spaces include lounges, a library, a cinema, gym facilities, a dark room, laundries and a NAAFI canteen. There is also an operating theatre.

The versatile ship added another string to her bow in June 1996, when she aided a stricken yacht.

The ship, under the command of Captain Carey, picked up a distress signal from the yacht Tiberias, with three people on board, which was on fire in mid-Atlantic.

Fort George, returning to the UK from her role in Exercise Purple Star, off the American east coast, altered course and increased speed to reach the Canadian yacht.

The yacht's wiring had been damaged, knocking out the generator and reducing radio range.

The crew went to Fort George for a shower and meal, while the RFA ship's mechanics and electricians repaired the generator and jury-rigged the radio. Fort George stayed in attendance for that night and most of the following day, until another yacht arrived to escort Tiberias to the Azores.

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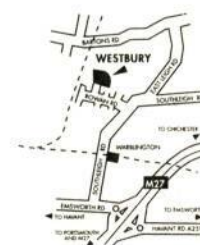
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The photograph shows a typical Westbury house type but is not necessarily representative of the designs available at the sites featured.



JACK

BY TUGS

I AM NOT REPEAT
NOT PLAYIN' UCKERS
WITH 'IM! 'ES
USELESS! A
BORN
LOSER.

'E DON'T KNOW WHEN
TO BLOS UP. NEVER
LANDS ON THE SIXBACK
'OLE - AND CAN'T
THROW SIXES!

I'LL PARTNER
'IM.

OK! WHAT
SHALL WE
PLAY FOR?

Letters

Falklands veterans 'pushed to the back'

I FEEL compelled to write to you about the appalling way the Falkland veterans were treated at the memorial service at Gosport.

Cutting it in style

HOW very nice to see the photographs of the two very smart guards, one in HMS Tamar and the other in Cape Town, in the May edition.

I only hope that the new Dick Hobbs ('Sleepy' Hobbs, as I knew him) rig turns out to be as smart as the present one.

I have had several phone calls from friends in the Cape commenting on the bearing, smartness and behaviour of the sailors from HMS Chatham, also saying how pleased they are to see the Senior Service back in South Africa.

One thing bothers me - why has the OOG in HMS Tamar got his sword drawn and the OOG from HMS Chatham has his sheathed?

Has something changed since I was a Gunnery Officer and is it now optional for OOGs to have their swords drawn or sheathed? - **Cdr M.J.H. Kyle, RN (Rtd), Pretoria, SA.**

Proud ties in Belfast

REGARDING the Royal Naval Association annual conference, we few shipmates who marched through Belfast to lay up our National Standard in St Anne's Cathedral will wear our Belfast ties with pride and confidence in our patriotism. No surrender! - **J. Stuart, Mannheim, Germany.**

I understand that there were many dignitaries, Baroness Thatcher and many Service chiefs who were important during the conflict but most of those that were seated up at the gardens were given priority over the men who saw active service during those awful months.

The veterans and the children of men who didn't return from the war were left standing on Mumbry Rd throughout the memorial service and unveiling of the plaque by Lady Thatcher.

They couldn't hear or see anything. They didn't just come to meet their old survivor mates but to remember those they had to leave behind.

Each and every one of those men and women who turned up on that day should have been treated with a little more respect. I was personally saddened and angry that they could have been treated in this way - many of these families, even 15 years on, are unable to talk about their experiences or loss.

I am now part of a family that has managed to move forward, but had my father-in-law not returned from the South Atlantic things would have been very different for them.

So perhaps if there is another reunion planned as Lady Thatcher said she'd like to see in five years time, the most important people won't be pushed to the back of the crowd but brought to the front where they so rightly belong. - **A.D. Smith, Portsmouth.**

Survivors' tails

WITH REFERENCE to Mr. Owen's letter about Resource at Alexandria, how well I remember May 1941. I was a survivor from HMS Fiji and what a tragic time that was - among the 2,000 missing was my own brother-in-law.

I recall that Resource's ship's company were kindness itself, fitting us up with clothes, food, a tot and cigarettes and a good night's sleep before we entrained for Suez to take passage home in the Strathmore via the Cape.

Then, within a couple of days we learned that the Hood had also gone.

One bright spot of news on passage was that Germany had invaded Russia on 22 June, which we felt would lift the pressure on our war effort. Remember, we were still on our own in June 1941. - **A. Howden, Horncastle.**

I WAS on board Resource at that time and was involved in receiving survivors - Writer Owen would have been in the same mess as me. I can recall a couple of incidents connected with them.

One man, a non-swimmer, had been told when about to jump from his sinking ship to keep his hands above his head.

He did this and was grateful for the advice, because when he reached the surface he came up under a piece of wreckage.

Many of the Barham survivors had slid down the side of the ship as she keeled over, and had sustained terrible lacerations to their bottoms which were treated in the sick bay.

If Writer Owen reads this, I was known as 'Chopper' Ackland, whose friends were SA Spooner and Writer Daniels, the latter lost at sea on his way home. - **R.P. Ackland, Plymouth.**

We had been the first Allied aircraft carrier to enter Tokyo Bay at the end of the Japanese war and then we were the first ship to take 500 ex POWs from Tokyo down to Manila. - **K. Costello, Peterhead.**

IN 1944 I was part of the DEMS gun crew on the tanker mv Ancylus which had been converted into a merchant aircraft carrier with three Swordfish. She was also loaded with a cargo of crude oil which I remember we went up the Gareloch to discharge in July 1944. - **J. Bragg, Workington.**

Master of aviation

THERE was an article in *Navy News* which mentioned in passing the Sempill Foundation. In 1928 or thereabouts, Wembley Stadium not having been long built, a float plane (a Blackburn Bluebird) approached the Welsh Harp reservoir at Hendon, on the eastern edge of which I was standing, and to my great delight touched down with a magnificent spray and taxied across. A ghillie appeared from somewhere and pushed a dinghy out to pick up the pilot - who I was later to learn was the Master of Sempill, later Lord Sempill. Are the two connected? - **K.G. Shaw, Shrewsbury.**

The grandfather of the present Lord Sempill was a pioneer aviator who served in the RNAS in World War I. The Sempill Family Society exists to provide links with members of the Renfrewshire-based family now spread around the world - **Ed.**

LETTERS to the Editor should always be accompanied by the correspondent's name and address, not necessarily for publication.

Members by association speak out

AS A REGULAR reader of *Navy News* for a number of years I wish to voice my opinion regarding the article in the May issue about Enfield RNA proposing to change the rules of entry for the Merchant Navy.

There were 13,000 of us in the Maritime Regiment and with us were 35,000 RN ratings (DEMS). Together we served on all oceans and in every type of merchant ship.

In particular the Malta and Murmansk convoys saw many of my confederates lay down their lives in the pursuit of freedom. On arriving in ports it was the Royal Navy who invariably looked after us.

In 1940 men banded together from all units of the Army to man the merchant ships and fight off the enemy aircraft and submarines. They became known as the Maritime Ack Ack, later to be called the Maritime Royal Artillery.

This was founded by Sir Winston Churchill and they were known as 'Churchill's Sharpshooters'. These men manned the guns on Merchant Navy vessels and troopships all through the war, serving the Atlantic, Russian and Maltese convoys to name but a few, and were involved in every invasion. They were gunners in all types of ships and took whatever came their way. Their losses were tremendous, their recognition very small. - **S.J. Penton, Redhill.**

I HAVE been a regular reader of *Navy News* for many years but I cannot remember anything being written about the Armed Merchant Cruisers.

Much has been written about our battleships, battlecruisers, cruisers and destroyers etc - but what about the AMC's that closed the gap when needed at the beginning of World War II?

These peacetime liners donned their grey paint and armed with guns that were well past their sell-by date ventured out to guard our convoys and patrol certain areas, leaving their more glamorous sisters to carry out other duties.

It must be remembered that these AMC's were just as vulnerable to submarine attacks as any other merchant ship, having no sonar or Asdic devices fitted to give warning of an approaching submarine as were the regular warships.

In spite of this they were prepared to guard convoys against enemy raiders, which they did with a certain amount of success.

I served in HMS Transylvania, an ex-17,000 ton Anchor Line cruise ship. She was fitted with 6 inch guns of obscure vintage and during her life as an AMC managed to intercept and sink four ships including one armed raider, Poseidon, before being finally torpedoed and sunk by U-56 on 10 August 1940 on her way to her patrol in the Denmark Strait. - **F. Humphries, Swindon.**

READING a copy of *Navy News* in the SSAFA offices at Newcastle

brought back memories of how a tank regiment got involved with the Royal Navy back in 1939-40.

In November 1939 my regiment, the 49th Royal Tank Regiment, was ordered to Blyth to do its training there on the beach. We also received another order that we had to take on the guard duties of the submarine base because they were short handed. We thought "blow this for a game of dominoes, they are going to have it cushy" and we landed up doing nine nights out of ten and still doing our training during the day.

However, when we saw the subs come back off patrol all animosity disappeared and we realised how lucky we were - especially when someone started the rumour that if a crew was a man short through sudden illness then one of us had to go in his place.

As a Geordie outfit we knew from the Blyth 'underground radio' two days before the newspapers that HMS Ursula had sunk the German cruiser Karlsruhe - and suddenly the 'tankies' were going round saying that was one of 'wors'.

Our next piece of action was the excitement of a German bomber shooting up the docks and dropping a magnetic mine right in the middle of the fairway. We had a good laugh at the time they were machine gunning the ships because a coal boat skipper was standing on top of the wheelhouse in his pyjamas, firing his twin Lewis guns, and every time he fired his trouser bottoms kept falling down.

The aftermath was the air-sea-rescue launch picked up three dead airmen the following afternoon - somebody must have hit them but it certainly wasn't us, not with a Lee Enfield and five rounds.

The next occasion was a sad one for us. Seahorse, Starfish and Undine did not come back. We did hear that some were saved off Seahorse when it hit a mine, but it was a body blow for us - they were 'wors' and the lads felt it.

The local Rotary Club had a Christmas dinner laid on for them and rather than waste the food they asked the tank lads to have it - but to a man we all turned it down.

Our next job was to send a detachment to Swan Hunters to take over the guard duties of Spearfish which had been overdue owing to having been depth charged for 36 hours. Looking at it in the dry dock it was a miracle it got back at all, it had been so beaten about.

As I live quite close to the south dock at Blyth I often go there and think of all those years ago, of patrols coming in and diesels firing up ready to go, the waiting for overdue boats.

We weren't in the Navy but I hope they classed us as associate members. - **R. Fife, Wallsend.** (See RNA Conference, page 25)

Below: HMS Ursula

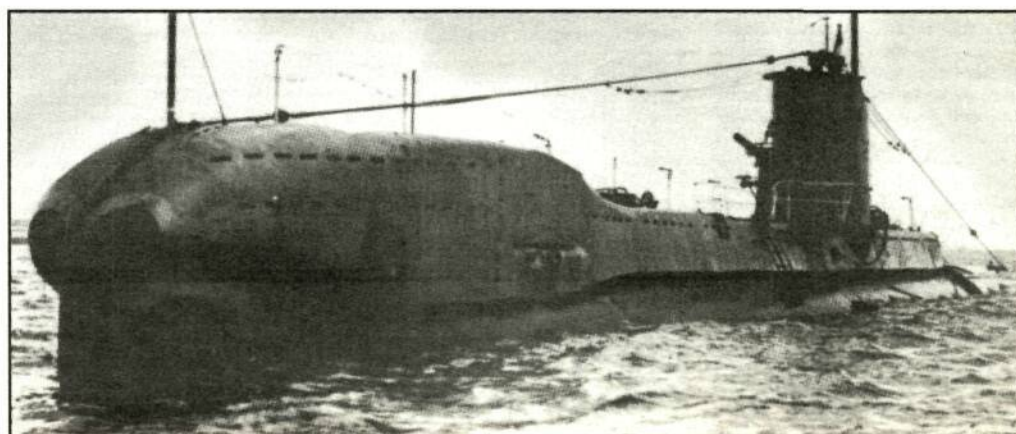
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Gareloch carriers

RE HMS Invincible being the first carrier to berth alongside at Faslane, HMS Speaker, an escort carrier, sailed up the Gareloch and berthed at Garelochhead in June 1946 on our return from the Far East as part of the British Pacific Fleet.

This was, of course, long before the Faslane base was built. I have a photograph of HMS Speaker taken when we were tied up alongside in Sydney Harbour in 1945.





Letters



● LS James Magennis VC at HMS Ganges in 1935.

MAGENNIS VC REMEMBERED

I WISH to thank *Navy News* for the letters you published in my research and long campaign to have James Magennis VC at last recognised in his birthplace. — G.Fleming, Belfast.

YOUR recent articles and letters about HMS Vanguard remind me of the time in August 1948 when I saw a rating clad in blue overalls appear on her officers' gangway.

This was quite unheard of and the gangway staff gathered to challenge him — this was just after 'Hands to Dinner' had been piped. Arriving at the top of the gangway, he stopped, made his salute to the quarterdeck and said "Magennis VC — permission to come aboard."

It was indeed he who had won the VC for the part he played in the sinking of the Japanese cruiser Takao, when he was part of the crew of the midget submarine XE 3.

His salute was returned and he made his

way to the Electrical Mess Decks, met some old shipmates, had sippers and left the ship the way he had come.

He did this more than once and nothing was said about it. At the time he was in HMS Drake awaiting demob. — O.G.Thomas, Caldicot, Gwent.

It is planned to erect a memorial to Magennis, Northern Ireland's only VC, at Belfast City Hall. It will stand beside the statue of Queen Victoria and opposite the United States Expeditionary Force memorial. National Lottery funding is currently being sought prior to the launch of a design competition.

Magennis worked as an electrician at Harland & Wolff's after the war. In 1952 he sold his VC for £75 to help support his family. It was bought back by a well wisher who returned it to him on condition he did not sell it again. He died in 1986. — Ed.

Insult to injury

WITH reference to the letter 'Feathers Flying' in the July edition, my similar experience, although not quite as bad, has given me a talking point for many years.

I was serving in HM Submarine Cachalot in 1941 and during this period she was employed carrying stores from Alexandria to Malta.

While on a return trip to Alex on 31 July we had an altercation with an Italian destroyer which rammed and sank us, then rescued us and made us prisoners of war.

Two years later we were repatriated, being exchanged for Italian naval personnel interned in Saudi Arabia.

On my subsequent leave I changed from uniform, dressed in a civvy suit and went wandering around the local town shopping centre.

In the midst of quite a large crowd of shoppers I collided with a woman whose immediate reaction was: "You want to push your way into the Army, instead of pushing your way through here."

I evacuated with my tail between my legs. — T.E.Bishop, Upminster.

Intrepid omitted

DURING a visit to Malta I called at St Paul's Cathedral in Valletta to view the display of ships' names which took part in the UK-Malta convoy of July-August 1942 — and was devastated to find my old ship HMS Intrepid was not listed.

I then made my way to the British High Commissioner to enquire the reason for the omission.

They told me to put my complaint to the Rev Alan Wood, Chancellor of the cathedral, who told me that the names were supplied by the Admiralty and that any omissions were solely due to the information received.

He said there had been many similar complaints from visitors — also that some ships had been included which had not taken part in Operation Pedestal. — G.F.Jenkins, Stockton-on-Tees.

Time of his life

READING the '30 years ago' item on HMS Victorious, I remembered I was the envy of 2,000 or so men as I was lucky enough, with I think another four, to be flown home from Malta on the 6th June 1967 to keep my wedding date on the 10th with my fiancée Sandra Cameron at All Saints Church, Portsmouth.

I remember my mates giving me a good send off with a wild stag run down the Gut and a collection and many 'rabbits' to lug home.

I had the usual good luck handshakes with "Hope the wings drop off" and "Got your parachute? Crab fat flights are dodgy!"

Luckily the Vic was only delayed for a short time and I rejoined her in Pompey after my month's leave.

Our son Wayne has been in the RN for 12 years and is a Leading Seaman(R). — W.R.J.Harrison, Pembroke.

LETTERS to the Editor should always be accompanied by the correspondent's name and address, not necessarily for publication.

POWs who built Isogai's pagoda

MY INQUIRY you published in December 1995 about the Japanese memorial on the Peak above Hong Kong harbour — which was demolished just 50 years ago — created a lot of interest from readers who have asked me to pass on my findings to you.

The memorial was ordered by Lt Gen Isogai to a carefully selected design. Buried beneath its foundations were a Japanese sword, reputed to be 5,000 years old, encased in a specially made box (later reports say it was never recovered).

Col Noma, later sentenced to death, made the first stroke with a pickaxe in the building of the foundations. The rest of it was built in

1943 by Allied POWs used as forced labour, who were made to carry every stone from the harbour.

The memorial was built to commemorate the Japanese conquest of the colony and, as quoted in a newspaper in October 1945, "to remind the Chinese of Japanese might." Another report said that many of the stones were Chinese gravestones.

At the end of the war it stood as a 900 ton unfinished monstrosity

on top of the 2,000 ft Mount Cameron and was said to be the base for a huge pagoda.

An officer from HMS Anson described it as an ugly, stark construction on four layers of brick.

Ideas for its demolition were discussed during 1945 and 1946, the main problem being that it had to be dropped on the small plateau on which it stood to prevent stones rolling down the steep hillside.

My own recollections of small explosions at the corners must have been for the weakening of the supports, just a few days before the main demolition which came just a few days after I left Hong Kong.

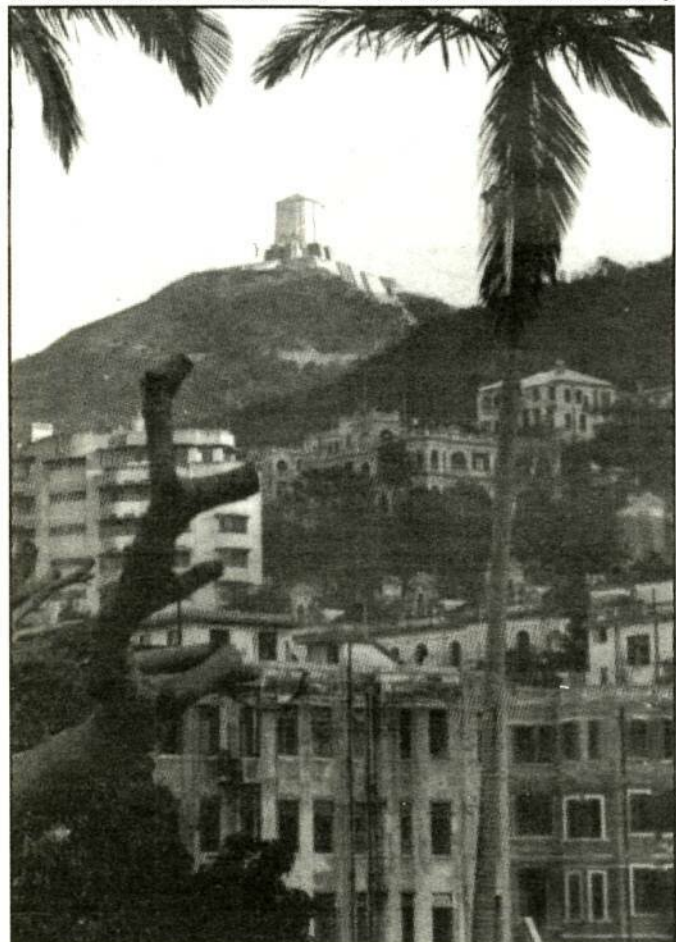
Thousands of Hong Kong residents, including foreign press correspondents, witnessed it from rooftops in the city and outlying areas as far away as Shamshui, while a large number had gathered at vantage points on the Peak.

The job was neatly done. All but two of the concrete legs had been removed and these bore the weight of the tower until it was blown up by an explosion electrically fired by Mr H.W.Forsyth of the PWD. The whole of what was left was lifted bodily from its foundation and guided away from the harbour side of the mountain.

Some members of the ships companies in the harbour just heard the huge bang and later realised it was missing. One told me: "It would have stirred the hearts of the ex-POWs if they could have seen the final episode to the grim and inhumane story of its construction."

Another said: "The authorities of the day seemed to adopt the attitude that it never existed, whereas it was just as much a reminder of Japanese treatment of our POWs as was the Kwai Bridge or the Burma Railway."

Thanks to all those who contacted me from HMS Swiftsure, Bermuda, Gambia, Anson, Campanfelt, Apollo, Montclair, Constance, Widemouth, Belfast, Serene, Hart, Arbiter, Bonaventure, Uganda, Rame Head and Fort Constantine. — A.Goddard, High Peak.



● The Japanese Memorial at Hong Kong — "built to remind the Chinese of Japanese might" — was destroyed in 1947.

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Extra survival kit to help submariners

SUBMARINE emergency survival equipment is being enhanced by three new items – a portable pump which produces fresh water from sea water, equipment to receive an emergency life support stores pod, and a differently coloured indicator buoy.

Curbs on artificer selection surplus

SELECTION rules for artificer candidates changed on July 1 to avoid producing a surplus of qualified ratings.

The present system of rosters is being replaced by a bank of candidates provisionally chosen for artificer training. If the number of fully qualified candidates exceeds the quota for courses, an arbitration board will select the best.

In addition, a maximum length of service limit at which artificer training may be started will be introduced. Present regulations require ratings to have three years service remaining on completion of artificer training – which can lead to an unacceptable return on training investment.

The length of service (LOS) system will be phased in over five years, and when fully implemented will normally allow artificer candidates to serve for six to seven years on completion of training.

DCI RN 84/97

The manually operated reverse osmosis pump – Survivor 35 – has undergone satisfactory trials and will supplement the existing seven days' of emergency fresh water carried in dedicated tanks in each escape compartment.

The new pump will allow personnel in a distressed submarine to make fresh water from sea water should the emergency supply of fresh water be depleted. The sea water is pumped through a semi-permeable membrane at high pressure.

The membrane acts as a molecular filter, allowing only water molecules to pass through, leaving salt to be ejected out of the system.

The pod receiving equipment allows fresh emergency life support stores to be posted in a pressure-tight pod to a distressed submarine via the escape tower.

To operate the system, which has undergone trials, the escape tower is flooded, the upper hatch opened and the pod is delivered into a pod receiving bag pre-rigged with ropes and pulleys by personnel in the submarine.

The upper hatch is then shut, the tower drained and the bag lowered through the lower hatch into the escape compartment.

Finally, the indicator buoys designed to be released by a sinking submarine are being changed in colour from orange-and-white stripes to "international orange".

DCI RN 90-92/97



BOAT SHOES IN – SANDALS OUT



'Can walk on water with these, he said!'

UNIFORM changes being progressively introduced include a lace-up, moccasin style boat shoe which replaces the Lotus "Crete" successor to the outmoded RN sandal for hot climates.

The brown leather upper of the new shoe is water resistant and the sole will be in slip resistant grey or brown, non-marking rubber. They will be comfortable to wear without socks.

Boat shoes were being made available for general issue from August 1.

A new jacket for food handlers is being issued on August 1. New entrant chefs and those serving at sea and in RM units will receive the new garment

first. The jacket is double breasted with press stud fastening for ease of removal in case of spillage or splashing of hot liquids. It has a stand collar and long sleeves with under-arm ventilation holes.

Allowance

Also announced is the introduction of on-board allowance for tropical uniform for female ratings. The garments are to be issued on loan to those needing to wear white uniform on duties such as officer of the day, gangway staff or boat's crew.

Meanwhile, the supply and fit contract for the new square-rig uniform for men and women began on June 30.

DCI RN 93-96/97

Fit to enter on leaving?

TO SPEED UP recruitment of former RN personnel into the RNR, medical officers examining those being discharged from the regular Service will now assess whether they meet RN entry standards for their branch.

If they are fit and apply to enter the RNR within a year of release, they will be dealt with under the rules for "re-examination after delay in entry".

DCI RN 85/97

Prizewinner

FOR WORK on the development of rapid environmental assessment, Lt Cdr Nicholas John Hammond has won the Boyle Somerville Memorial Prize of £100. The prize, in memory of Rear Admiral Boyle Somerville, is presented each year to any officer of the Royal or Commonwealth navies whose work is of particular merit in connection with the development of meteorology or oceanography.

DCI RN 82/97

PROM is!

A NEW computer software package for property management is being introduced by MOD. Entitled PROM 2, it has been developed by Britannia Software Systems Ltd and should be fully installed by April.

DCI JS 60/97

New system for fire risk assessment

A NEW SYSTEM of fire risk assessment is being introduced for standard use in Navy shore bases and establishments.

The system – FRAM (Fire Risk Assessment Methodology) – will be phased in up to the year 2000 and replaces current Ministry of Defence guidance on fire risk and standards of fire cover.

It provides top-level budget holders with a scientifically based, objective procedure to quantify and manage the risk to their estate from fire in the most cost-effective way.

It identifies appropriate fire prevention, protections and fire-fighting measures, taking into account the type, value, importance and contents of buildings. Where necessary it will determine whether there is a need for a fire brigade on site.

FRAM has been developed by the Directorate of MOD Fire Services, in conjunction with consultants, in response to a Public Accounts Committee Report. The system should ensure that MOD fire precautions are at least equal to best commercial practice.

DCI RN 83/97

Coach belts

LAWS requiring minibuses and coaches to provide seat belts for children on organised trips are being complied with by the

Ministry of Defence.

The regulations, which came into effect in February, apply to journeys to and from school.

DCI GEN 163/97

Boost for diving set

SERVICE divers are to be equipped with a Buoyancy Control Aid (BCA) which will enhance the performance of their compressed-air diving sets.

The aid takes the form of a jacket with an inflation cylinder. It is light and easily handled by its user. The submission for provisional Fleet Weapon Acceptance is due at the end of September.

DCI GEN 165/97

Paragliding contest

THIS YEAR's Inter-Services (Alpine) Paragliding Championships will be held at German and Austrian sites during September 14-24 and will be based at the British Forces Alpine Hang Gliding and Paragliding Centre at Kranzegg, Germany.

DCI JS 64/97



Hong Kong HQ lives on – in Middlesex

FOLLOWING the withdrawal from Hong Kong, the headquarters of the British garrison will linger on until October – in Middlesex.

The HQ British Forces in the colony closed at one minute to midnight on June 30, but will continue for a few months as a rear

party, under the command of a lieutenant colonel and situated at RAF Uxbridge.

Task of the party includes the writing of the final report, settling of outstanding bills, and finalising all accounts and logistic issues. It will close on October 3.

DCI JS 59/97

This regular feature gives general information about new Defence Council Instructions affecting conditions of service. If they apply to you, study the full, original text.

DID YOU DO NATIONAL

SERVICE

DO YOU KNOW ABOUT THE COMMEMORATIVE MEDALS AVAILABLE FOR:

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- NORMANDY CAMPAIGN
- ARCTIC CAMPAIGN
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Helping to rebuild tropical paradise

TRAINING was quickly put to the test when West Indies Guard Ship HMS Liverpool was called to assist the population of Montserrat.

The Type 42 destroyer had spent a week in early June at the Caribbean island to give the ship's company first-hand experience of their possible disaster relief tasks if the rumbling Soufriere Hills volcano erupted.

It also gave the local population a chance to get to know the destroyers' ship's company, and sailors were active in a number of community and environmental initiatives.

The plans were put into practice only two weeks later when the volatile crater on Chances Peak exploded on June 25, sending superheated gas and rock down the slopes towards Plymouth – the island's former capital which already lay under inches of dust from earlier eruptions – the airport, and other settlements.

Liverpool had just visited Jamaica, conducting night encounter exercises with the

Jamaican Defence Force, hosting official receptions, and helping out local charities, when the emergency call came.

She and RFA Black Rover broke off from their programme – the destroyer was heading for Central America – to return to Montserrat for relief operations.

Over the following days a series of eruptions are thought to have killed more than 20 people and left large areas of the island uninhabitable.

Missing

Members of the ship's company were involved in building shelters, emergency kitchens, shower blocks and storage facilities, and the Lynx helicopter joined others in searches for missing islanders.

It was also used to transfer a burns victim to hospital.

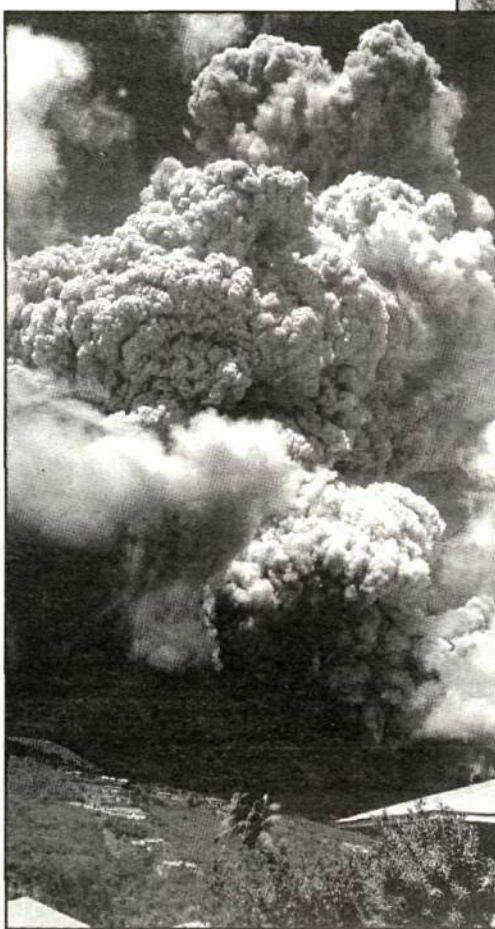
The commanding officer of HMS Liverpool, Capt David Snelson, said he was impressed by the fortitude of the islanders, who were trying to accept the situation and get on with their lives.

But there is a steady trickle of islanders joining the exodus which began after the eruption in 1995.

Around a quarter of the sailors on Liverpool have been involved in relief operations.

Although the volcano is still active, experts monitoring the peak closely have decided that there is less of a threat of dangerous eruptions in the immediate future, so the ship has resumed her programme, including maintenance in Barbados.

However, she and Black Rover still remain on short notice in case the situation threatens again – Liverpool's Lynx has been stationed close by on Antigua while the destroyer was in maintenance, and is due to be reunited with the ship via Black Rover.



● (above) The Chances Peak volcano erupts on Montserrat.
● (top right) RO Chris Rogers and LRO Russ Abbott (in background) lend assistance to a girl from the local population on the volcano's slopes.
● (left) Members of Liverpool's ship's company help out with essential relief work on the island.
● (below) HMS Liverpool at anchor off the island of Montserrat.



Liverpool team serves top chow in Big Apple

HMS LIVERPOOL'S chefs scooped the top prize in a competition judged by top New York restaurateurs during a visit to the Big Apple.

The destroyer had been the only foreign warship of six to take part in Fleet Week 97, New York's Navy Days.

Her entry was watched by former president George Bush, and the week was unusual in that it was a rig run – sailors enjoyed free entry to the Empire State Building and World Trade Centre, free bus and subway travel, and cut-price theatre tickets.

Apart from a round of gala dinners, cocktail parties and receptions, Liverpool worked on behalf of her namesake city's Chamber of Commerce, and co-hosted a lunch with the UK ambassador to the UN at which eight other UN ambassadors were present.

She also proved most popular of the Fleet Week ships – at times queues stretched nearly half a mile, and she had more than 20,000 visitors over the six days.

For one man the ship's visit was particularly poignant. Thomas Brown (83) was a chief engine room artificer in HMS Glasgow during the last war.

He married a New York woman and moved to the United States in 1947, and Liverpool was the first RN warship he had seen in 50 years.

A Memorial Day service was held on the USS

Intrepid, at which Capt David Snelson, Liverpool's Commanding Officer, gave a speech recalling the loss of the second HMS Liverpool, which was wrecked in 1778 near what is now the site of the New York's JFK airport.

On the sports field, Liverpool suffered in the volleyball and softball tournaments, but soccer proved more to the ship's company's taste – the ship's team won the final 4-1 against the US Marine Corps.

Pot mess

Liverpool's culinary stars were POCA Kevin Goldstone, LCH Nick White and CH Justin Robbins, who thought they were in a "who cooked the best pot mess" contest, only to find themselves up against 14 other teams in a US version of the RN's Salon Culinaire.

A menu of Atlantic Seafood Medley, Blind Poachers Pie, Olde English Roast Fillet of Beef and Portsmouth Sweethearts (teardrops of pork), and a dessert called Manhattan Sunrise.

The judges – who expressed surprise at the high quality of English wine (supplied by Wickham Vineyard in Hampshire) – awarded Liverpool's team prizes for most creative dish (Blind Poacher's Pie) and the overall prize – including an all-expenses paid dinner at the Grand Hyatt Hotel.

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Helping Hands



Holy Island cleaned up

TEN MEN from HMS Lindisfarne cycled 150 miles from Rosyth to their affiliated town of Alnwick to raise cash for their adopted charity.

The team, made up of Lindisfarne's CO, Lt Cdr Peter Carden, two officers and seven junior rates, collected £1,500 for North Northumberland Day Hospice through the event.

Cut off

They cycled from Rosyth, where the ship is in refit, across the Forth Road Bridge, through Edinburgh and on to Berwick-upon-Tweed where they were welcomed by the Mayor and Sheriff, and their affiliated regiment, the 6th Royal Regiment of Fusiliers.

On route, they stopped off at Lindisfarne to help local people clean up the beach and spent an enjoyable night on the island, cut off from the mainland by the tide.

Shooting party shells out record amount



SHOTGUN enthusiasts unloaded more than £20,000 for the Royal Navy Benevolent Trust at a clay pigeon shoot in Surrey.

The 12 RN teams, including one from Flag Officer Surface Flotilla led by Deputy FOSF, Commodore James Burnell-Nugent (left)

competed with 13 others at the shoot at David Gosling's Whithorn Farm.

Conservationist

The winning team was Matra Marconi Space Systems and HMS Osprey were the best Navy team. 'Clay pigeon conservationist of the year' was Cdr the

Rt Hon Michael Cochrane.

Fund raising was co-ordinated by HMS Nelson's Cdr John Wills, Lt Rebecca Russell, WO Dick Hussey and CPO Monty Mountford.

The shoot itself raised a record £19,500 and a champagne reception and lunch afterwards raised another £3,500 for the RNBT.

Marines launch stars from cliff top

ROYAL MARINES Reservists helped to raise almost £50,000 for charity by launching people from the top of Bristol's Avon Gorge.

They set up a 900ft rope slide which ran from cliff tops near the suspension bridge all the way down to the banks of the Avon below.

Blue Peter presenter Stephen Myles, show-jumper Oliver Skeete and HTV's Kate Sanderson were among the celebrities who took the plunge along with 50 local fund-raisers.

High speed

On the way down they reached speeds of up to 45mph before hitting a crash mat at the end of the slide.

The event was co-ordinated by WOII Tony Boyle, a mountain leader and Sgt Major of RMR Bristol and run with the help of 18 reservists from detachments all over the South West including Exeter, Cardiff, Poole and Plymouth.

The charities which will benefit from the event include the Winged Fellowship,



● Cpl Paddy Goodall checks Blue Peter Presenter Stephen Myles before his 900ft ride to the bottom of Avon Gorge.

Motivation, the Muscular Dystrophy Society, Bristol Age Care and the National Children's Home.

Cruise to Newcastle is sold for £30,000

ONE OF HMS Newcastle's biggest fans donated £30,000 to charity for the privilege of sailing with the ship from Portsmouth to Tyneside.

Publishing Director Brian Reed and his sons Mark and Paul spent three days on the ship and Mr and Mrs Reed were VIP guests at the destroyer's rededication ceremony on arrival (Navy News, July.)

The opportunity was auctioned at Newcastle Brewery's annual charity gala last year and Mr Reed's bid was the biggest single contribution of the night.

Much of the money will go directly to the ship's adopted charity, Newcastle's Percy Hedley School for children with cerebral palsy.

The school's Appeal Director, Des Bustard, said: "The ship's CO, Cdr Nick Lambert, presented the prize in such an attractive and compelling way that the bidding just went up and up. It was great to see."

Mr Reed, who owns Reed Print and Design in Washington, has made several trips in HMS Newcastle, including a visit to the South Atlantic.

As Navy News went to press Mr Reed was abroad, but his son Mark said: "The whole thing was absolutely superb from start to finish. We had the run of the ship."

"We are very keen on supporting charities in the North East and we're delighted that a lot of the money is going to HMS Newcastle's chosen charity, the Percy Hedley School."



● Lt Peter Adams and the ship's flight crew dropped in at the Percy Hedley Centre to present £500 raised by auctioning a football signed by Newcastle United. Meanwhile, petty officers were visiting children at Newcastle General Hospital to present £300-worth of toys. Picture: LA(PHOT) Mark Hipkin, FOSF PU

In brief

VOLUNTEERS for a 585-mile cycle through Poland and the Czech republic are being sought by two children's charities.

Great Ormond Street Hospital and the Peper Harrow Foundation want 50 cyclists to take part in the event from May 3 to May 14 next year.

The route includes visits to Warsaw, Krakow and Prague, and the required sponsorship of £1,600 covers all costs. For details, call Rosemary Torrington on 0171 928 7388 or Joe Mearns on 0171 916 5678.

THE FIRST Lieutenant of HMS Nottingham, Lt Cdr Colin Martin, raised £2,000 for handicapped children by running the London Marathon.

The Commander of HMS Dasher, Lt Alex Bark, raised £1,500 for KGFS in the same race, and Lt Cdr Keith Howorth from HMS Warrior collected £332 for the RNLI after finishing the endurance event.

POORLY children in Portsmouth will soon be feeling the benefits of £3,000 raised by the charity shop in HMS Malabar.

The shop in the Naval Dockyard in Bermuda sold souvenirs to visiting sailors before closing in 1995.

The cash, presented to Queen Alexandra Hospital by Amanda Simpson, will pay for a machine to allow children to control their pain relief.

SAILORS from HMS Collingwood hiked 72 miles along the South Downs Way to raise £1,100 for the British Cot Death Society.

The walk was split into three 24-mile stages with a separate team tackling each one, and despite very poor weather, they covered the ground in just 27 hours.

Collingwood personnel also brushed up their DIY skills during a visit to Collingwood School in Hull when they decorated a room used by mums and toddlers and put up signs produced in the establishment's drawing office.

HMS NORFOLK and HMS Leeds Castle proved to be hugely popular attractions during a British Forces open day in the Falkland Islands.

The ships attracted scores of visitors and with an impressive show at Mount Pleasant mounted by the Falkland Islands Defence Force, RAF, Royal Engineers, Gurkhas, the Defence Fire Service and explosives disposal team, the event raised £1,085 for the 'Blue Bus' elderly mobility appeal.

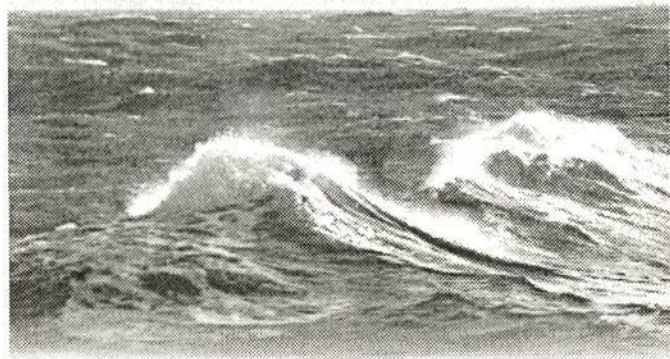
FOUR teams of runners raised £3,500 for cancer research through a 24-hour relay.

Two teams from HMS Nelson, one from HMS Nelson's lodger units, and one from Captain Fleet Maintenance took part in the event, staged at Burnaby Road, Portsmouth.

HMS CORNWALL donated £400 to Trengwreath School in Plymouth to pay for summer outings for children with cerebral palsy.



1997 THE YEAR OF THE SEAFARER



YESTERDAY TODAY TOMORROW
OUR SURVIVAL DEPENDS ON OUR SEAFARERS

The Year of the Seafarer is the theme chosen by King George's Fund for Sailors (KGFS) for its 80th Anniversary Appeal. It is a timely reminder of how much we depend on the men and women who serve in the Royal Navy, the Merchant Navy and the Fishing Fleets providing our defences, our daily food, our goods and our leisure.

KGFS is the central fund for all nautical charities who help seafarers and their dependants when they hit their own rough seas. The 1996 grants totalled £2,736,736.

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I would like to learn more about the work of KGFS ☐

I enclose my gift of £.....towards the work of the Fund.

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ADDRESS.....

YS97/NN



● Top team – the ship's company of HMS Agrippa during the commissioning ceremony on the roof of the NAVSOUTH building, Naples.

Pictures: LA(PHOT) Steve Lewis.

Mastering the languages of Italy and NATO

Italian is regarded as a beautiful language – the language of NATO doesn't flow so smoothly, but an aptitude in both helps the Navy's people in Naples.

AFSOUTH is NATO's Major Subordinate Command defending the Mediterranean region, headed by an American admiral – currently Admiral Lopez – and covering some 1.5 million square miles.

Subordinate to AFSOUTH are the specific commands, including those of COMNAV SOUTH (Naval Allied Forces Southern Europe), COMSTRIKEFOR SOUTH (the carrier and amphibious strike forces) and COMSUBMED, the region's submarine force.

COMNAV SOUTH has Italian Admiral Angeli at its head, with an RN Chief of Staff – at present Vice Admiral Sir Michael Moore.

By far the largest RN contingent is at COMNAV SOUTH, though they are found in most of the sections of NATO in Naples; nearly 50 of the 120 or so RN personnel work at the maritime HQ in Operations, Logistics and Admin, Plans, Intelligence and Communications.

A tale of a tally in Italy

ALACK of common cap tallies has resulted in the commissioning of a new overseas Royal Navy establishment in Italy.

As final preparations were being made for the handover of Hong Kong, and with bases in Bermuda and Malta now a distant memory, Navy men and women in Naples were proudly bucking the closure trend by introducing the name Agrippa to RN records.

The need for a new identity became apparent with the decommissioning of the RN pay centre, HMS Centurion, in 1995.

Ratings continued to wear the cap tallies of previous establishments; alternatives weren't appropriate or deemed unsuitable – anything connected with Nelson, for example, would upset local feelings, as he was instrumental in the execution of Neapolitan "rebels" in 1799.

Through the efforts of the senior RN officers in Naples – including COMNAV SOUTH Chief of Staff Vice Admiral Sir Michael Moore and Capt David Mowlam – the idea of an establishment to bind the RN's Italian contingent gradually won support, and permission was given this spring.

Accordingly, most of the 120 or so RN personnel in Naples, plus a number of their families, assembled on the roof of the NAVSOUTH HQ on Nisida Island, once the home to Caesar's mortal enemy Brutus.

Music for the ceremony was provided by the Band of the Commander-in-Chief Allied Forces Southern Europe, itself an good representation of the NATO spirit – a collection of 35 Americans, Italians and Greeks. For Agrippa, a brass quintet playing a programme devised by Master Sgt Derek Reiss, USAF.

The White Ensign was hoisted on a flagpole temporarily borrowed from the Americans – but a regular hoisting of the ensign seems unlikely, as the

Navy has no land in the area (most NATO sites are leased) nor a flagpole of its own.

After the commissioning service, given by the chaplain, the Rev Michael Bullock, guest of honour Admiral Moore spoke of the name.

Commenting that his suggestion – HMS Moore – had been overruled, he said names such as Vanguard and Ark Royal appear and reappear through the ages.

"We are the first to carry the name Agrippa. When – if – we close here the name will go into the melting pot," he said.

"Who knows if the name will not reappear as a carrier in the year 2646 or whatever..."

He said the name was appropriate for two reasons.

The Roman general Agrippa defeated Mark Antony and Cleopatra in the battle of Actium in 31BC, perhaps the greatest sea battle of ancient times.

Agrippa's fleet base was in the Naples area.

But there was also an RN Agrippa – Admiral William Fisher, known to his men as The Great Agrippa when commander-in-chief of the Mediterranean Fleet between the wars.

Admiral Moore also spoke of the sterling work carried out by Naples staff in support of Operation Sharp Guard in the Adriatic, and supporting the NATO operation in Bosnia, pointing out that the southern region was generally regarded as at the forefront of NATO operations, being an area of considerable instability.

"Be proud of what you and your predecessors have done. Be proud of serving in the Southern region. Be proud of your cap tallies – and be proud of being a member of the ship's company of HMS Agrippa."

He warned them to avoid confusion between the Agrippa and "a grippo"; according to *Jackspeak*, the book of RN

slang, a grippo is "an acquaintance made at a party or on a free treat or run ashore who then becomes the subject of further social transaction..."

The ceremony ended with the cutting of a cake, created by POCA Rodger Common, by WRO Lisa Roberts (24) and Mrs Kay Mowlam, wife of Captain Mowlam, the new commanding officer of Agrippa.

The cost of commissioning Agrippa was the cost of the cap tallies and artwork for the new crest – a few hundred pounds.

And the benefits? Agrippa public relations officer Lt Cdr Keith Barnwell said: "It provides a corporate spirit and unit identity, and also gives us visibility and profile amongst the NATO community."

Next month in Navy News:
Life in Naples – good times, bad times and appalling drivers



● Tallies tally – five members of HMS Agrippa show their matching cap tallies; from left, LWRO Joyce Wediebo, WRO Lisa Roberts, WWRTR Vicky Walters, WWRTR Julie Crompton and WRO Kirsty Sass.

Top man is 'delighted'

THE BIRTH of Agrippa has been welcomed by the Commander Allied Naval Forces Southern Europe.

Admiral Angeli wrote to Agrippa's new commanding officer, Capt David Mowlam, congratulating him on his appointment.

"I am delighted that the Royal Navy has decided to commission its Naval Element which makes such an important contribution to NATO's Southern Region, and I am honoured that it should be sited in my headquarters," said Admiral Angeli.

"I think that the choice of name and design of ship's badge for your new establishment are excellent and reflect a keen sense of history, association and location."

"I could not be more pleased by this development, and wish you and the crew the very best for the future."



The RNBT helps past and present Sailors, Royal Marines and their dependants.

Established in 1922, the RNBT has helped about half a million Naval people and their families over the years.

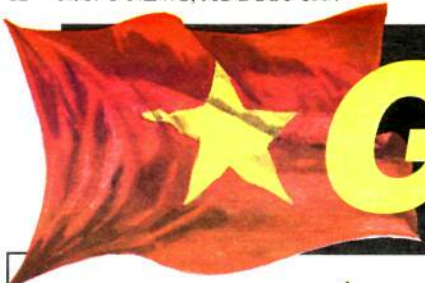
Today, the RNBT gives almost £2 million each year to meet a wide variety of needs and provides a residential home for old Sailors and Royal Marines.

For more information or advice please call: **01705 660296**



THE ROYAL NAVAL BENEVOLENT TRUST
CELEBRATING 75 YEARS

The Royal Naval Benevolent Trust, Castaway House, 311 Twyford Avenue, Portsmouth PO2 8PE



GOOD MORNING VIETNAM

● HMS Beaver, wearing the flag of Vietnam as well as the White Ensign, is piloted through the Mekong Delta for the Royal Navy's first visit to the Socialist Republic.



Trail-blazing Beaver makes 'the best visit in the Far East'

HO CHI MINH City, burned into the memory of the world under its old name of Saigon, has had its fill of savagery. That must have been in the thoughts of those on board HMS Beaver as she slowly passed through the now quiet battlegrounds of the Mekong Delta to become the first Royal Navy ship to visit the Socialist Republic of Vietnam.

Yet when the frigate left after three days, Ho Chi Minh City – named after a Vietnamese Communist contemporary of Mao Tse Tung and Josef Stalin – was rated on board as the best run ashore in the Far East.

"Three days is certainly not long enough," said Wren Debbie Cove. "It was absolutely wonderful – so friendly. I'm definitely coming back."

"Fantastic!" was how Officer Cadet Jim Dibbeson described

**Pictures by
CPO(PHOT)
Paul Cowpe**

it. "It's so vibrant, energetic, full of culture and life."

What impressed Beavers most was the friendliness of the Vietnamese, seven million of whom live in the teeming, noisy city whose face these days is very different to that which the world remembers from the Sixties and Seventies.

It is a welcoming face, as Beaver's Commanding Officer, Capt David Lewis, found when he was welcomed ashore with bouquets presented by members of the city's People's Committee, the Vietnamese Navy Central Command and



● For the first time, the Commanding Officer of a Royal Navy ship pays tribute at the memorial to Ho Chi Minh in the city that now bears his name.

other naval and military commanders.

In his turn, Capt Lewis made an historic gesture of great significance to the Vietnamese, by laying a wreath in a solemn ceremony at the memorial to Ho Chi Minh – known to the people he led as Uncle Ho.

To the visitors from HMS Beaver, Vietnam was a revela-

tion – especially the huge number of mopeds. "It's like the start of the London Marathon," said one sailor, "only everyone's on motorbikes!"

Ho Chi Minh City is a boom town, with many modern buildings going up – but the city centre still echoes the French past with its wide boulevards and colonial architecture. And the traditional Vietnamese way of life is still to be seen, with straw-hatted street vendors keen to sell their souvenirs – Zippo lighters, fake Rayban sunglasses, counterfeit Rolex watches and genuine postcards.

A typical tour itinerary included beautiful pagodas, the Reunification Palace, the markets, the now defunct US Embassy and the War Remnants Museum.

'Broken the ice'

Going some way to repaying the kindnesses shown them, before the ship left Capt Lewis presented a cheque to the Saigon Children's Charity. The money was collected on board to help start a new library at the school run by the charity, which has now been adopted by Beaver.

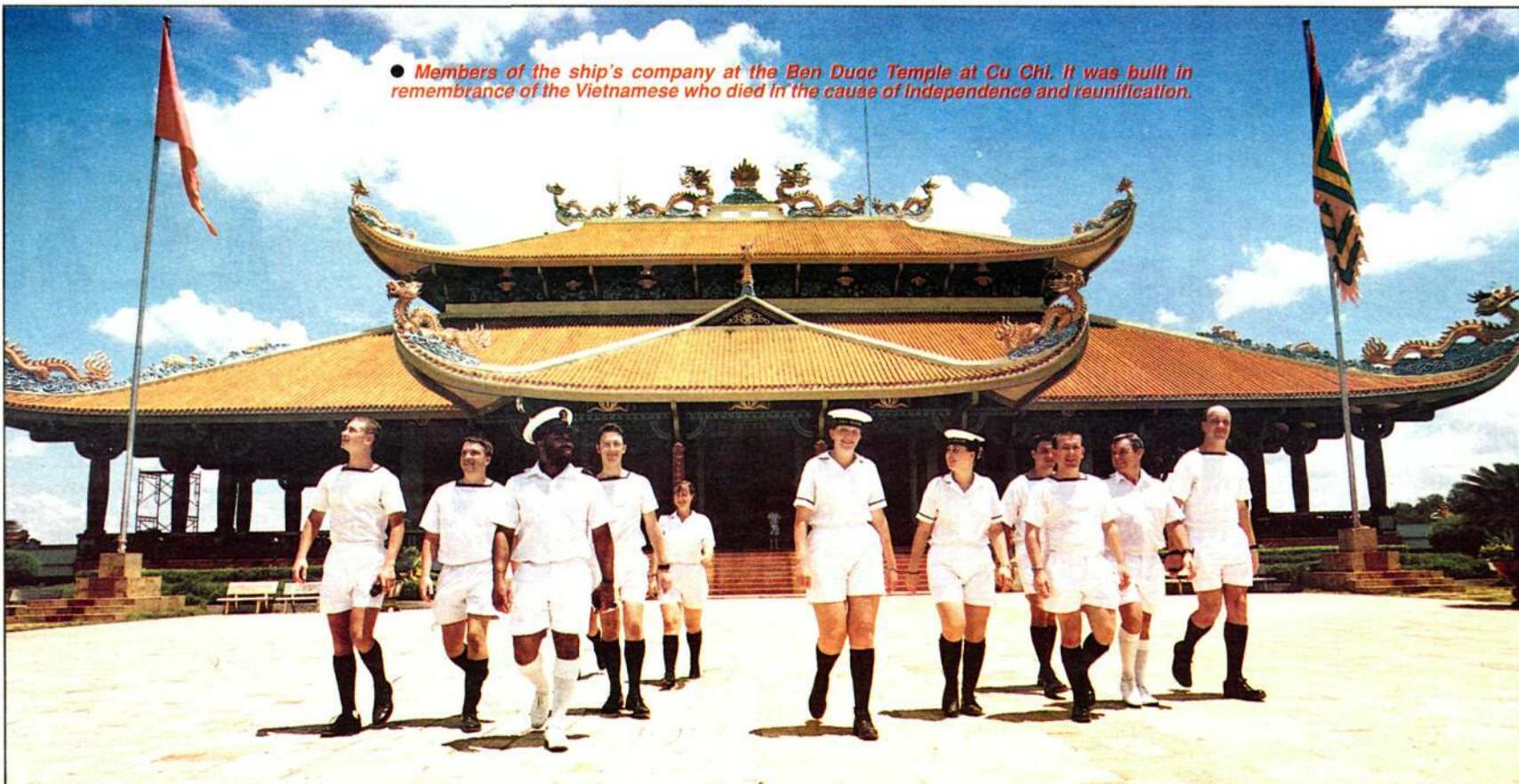
"It's all been very different to what we were expecting," Capt Lewis said of the visit. "We've been involved in all sorts of things . . . including contacts with the Vietnamese navy – and here I think we've really broken the ice and laid the foundations for greater co-operation."

As part of the 20-ship Ocean Wave deployment, Beaver left Vietnam to take part in four weeks of operations at sea before visiting Bunbury in Australia. She is due to return to Plymouth at the end of August.



● Greetings Vietnam style for OM Gillian Franklin on Beaver's arrival.

● Members of the ship's company at the Ben Duoc Temple at Cu Chi. It was built in remembrance of the Vietnamese who died in the cause of independence and reunification.



In Uncle Ho's city – where being friendly is in fashion



● White was definitely the 'in' colour at the opening of the British Fashion Week Show in Ho Chi Minh City. The models were joined on the catwalk by (l-r) helicopter pilot Lt Oz Smith, PO Roy Sellers and OM Simon Hamilton.

● A chic tribute to the Royal Navy by one of the Vietnamese models.

FRIENDSHIP is the fashion in Ho Chi Minh City – in more ways than one as sailors from HMS Beaver found when they joined Vietnamese models on the catwalk.

The Type 22 frigate's visit was timed to coincide with British Week there, during which the clothes of seven leading UK designers went on show in one of the capital's best hotels.

Introduced by the ship's CO, Capt David Lewis, the show opened with models draped in White Ensigns and followed by members of Beaver's ship's company in best whites. They were greeted with applause from the audience – and rousing cheers from 40 of their shipmates who had turned up to give support.

Backstage, quick changes were needed as the sailors scrambled out of uni-

form and in and out of the designer fashionwear they were to model. Alongside the serene and elegant Vietnamese models, the Navy men paraded the catwalk with panache and style.

Two of the British designers there, Lezley George and Tim Parker, were full of praise for them: "We've met up with them only this morning and have had time for only one rehearsal. They were brilliant!"

THE RN & RM BRANCH & SPECIAL DUTIES OFFICERS' BENEVOLENT FUND MERGES WITH THE ROYAL NAVAL BENEVOLENT SOCIETY FOR OFFICERS

PATRON: HER MAJESTY THE QUEEN

HISTORY

The RN & RM Branch & Special Duties List Officers' Benevolent Fund (the Fund) was incorporated by a trust deed on 8th February, 1927. The Royal Naval Benevolent Society for Officers (the Society) was founded in 1739 and since those dates both Naval charities have been caring for less fortunate officers and their dependants.

REASON FOR MERGER AND THE SOCIETY'S NEW OBJECTIVES

Trustee and administrative duties of The Fund have become more and more difficult to fulfil and at The Fund's 1996 annual general meeting it was resolved to merge with the Society. It has been necessary for the Society to amend its Royal Charter to provide extended benefice for officers holding Royal Warrants prior to April, 1956 and their dependants.

MERGER DATE

On 1st August, 1997 the assets and liabilities of the Fund transfer to the Society and from this date the Society will assume responsibility for the payment of grants to active and retired officers on the Special Duties List and officers holding Royal Warrants prior to 1st April, 1956, and their dependants.

BENEFITS

The criteria for the payment of grants by the Fund is very much in line with that of the Society and the Fund's beneficiaries will continue to receive benevolence as they have received it in the past. Membership of the Society already includes a number of Special Duties List officers and it is hoped active service and retired officers will be encouraged to join the Society with the enhanced benefits as a form of insurance should misfortune strike in the future.

MANAGEMENT

All officers and their dependants currently in receipt of grants or who have received grants in the recent past, and may therefore be eligible for further assistance, are being informed by letter and in many instances by the Branch Secretaries for Portsmouth, Chatham and Devonport. The beneficiaries will be asked to complete the Society's application form for help and will be given a copy of the Society's last year's report and accounts.

STRATEGY

Having extended its objects by a second supplemental charter in August, 1996, to include officers of the Naval Reserves and Queen Alexandra's Royal Naval Nursing Service, and now in 1997 to amend that charter to include officers holding Royal Warrants prior to 1st April 1956, the aims of the society have been strengthened to help yet more people - both members and their dependants, and to a lesser extent officers who are qualified to join but who are not members and their dependants.

MEMBERSHIP

Any commissioned RN officer (include female officers) or RM officer who is serving or has served on the Active List, and QUARNNS officers from 1st November, 1993, is eligible to become a member. Life membership is £50 - less than a day's pay for a lieutenant on promotion.

GRANTS AND MEMBERSHIP

Apply to Captain Ian Sutherland, Secretary, The Royal Naval Benevolent Society for Officers, 1 Fleet Street, London, EC4Y 1BD. (Telephone 0171 353 4080).

From 1st August, 1997 all Special Duties List officers and officers holding Royal Warrants prior to 1st April, 1997 and their dependants who are in need of help, should apply to this address for application forms for grants.

VALUE

This is one of the best provisions you can make for your family - individual grants continue for years and total tens of thousands of pounds. By joining the Society you will also contribute to its ability to help those less fortunate than yourself.



All Aboard!

Calling all landlubbers and seafarers under 12

Captain Plank offers hearty greetings to all you landlubbers and seafarers. You've certainly come to the right place for some solid fun and woody information. I've had a right royal chuckle at the names you've sent in for the club, but I can't quite make me mind up. So keep 'em coming. I hope you enjoy reading this 'ere page, but I'm not going to do all the hard work. The page is for you and unless I get your stories, jokes, recipes and letters I will just have to send out my press gang – and they are a pretty mean bunch!

FAMOUS SHIPS

Ten things you might not know about:

The Titanic

1. The name of her captain was Smith – Capt E.J. Smith.
2. The Titanic had an almost identical sister ship called the 'Olympic'.
- 3 The Titanic was launched in 1907.
4. The ship left Belfast with 1,880 tons of coal.
5. It took three hours for the Titanic to sink.
6. the ship 'Carpathia' came to the rescue after the Titanic struck the fatal iceberg.
7. The Titanic now lies two and a half miles under the North Atlantic.
8. After the disaster there was a 34 day inquiry.
9. Families of passengers who travelled First Class were given £50,000 in compensation for the deaths of their loved ones, whilst those families who travelled Third Class received only £100.
10. Typical menus on board the Titanic looked like this:
First Class: Oysters; Choice of two soups; Salmon fillet-mignon; Chicken dish or stuffed marrow; Lamb; Duckling or roast beef; Vegetables; Four light savoury dishes; Four desserts.
Second Class: Clear soup; Fish course; Curried chicken and rice; Spring lamb or roast turkey; Vegetables and potatoes or rice; Various desserts; Nuts and fruit.
Third Class: Soup; Meat dish and vegetables; Cooked dessert; Fruit.

WANNABE FUNNY?

This is the place for you, then. Let me have your best joke and I will judge it on the 'seafarer's scale':
Crow's Nest – the best!
Captain's Table – try again.
On the Keel – be real.
Walk the Plank – it stank.
Captain Plank's first joke of the month is: "What is brown and sticky?" Answer: "A stick!"

It's Your World

Every month we will be featuring ideas and information on conservation and the environment. If you have any good ideas that will help the planet and our environment, do let us know.

This month we bring you news of Wildlife Walks taking place on October 12 in aid of the World Wildlife Fund.

There are over 200 routes to choose from across the country. Five of the walks will be in zoos and in wildlife parks and entry to them will be free for sponsored walkers raising over £5.

If you would like to join in the sponsored walks and raise money for wildlife contact: Louise Lawton, Walk for Wildlife, WWFUK, Panda House, Freepost SCE 728, Weyside Park, Godalming GU7 1BR or, if you have permission, call the Hotline 01483 426269.

The Top Green Tip (Or TTGT!)

Here's our planet saving hint for this month – be a bright spark and turn off the lights and the telly when you are not using them. You might even ask grown ups to consider buying some new energy saving bulbs.

WOULD YOU BE – Coxswain of a Lifeboat?



● Yarmouth Lifeboat
Coxswain David Lemonius

EACH month we will be telling you about interesting jobs and professions and you can decide if you would like to do that job. This month we went to the Isle of Wight to speak to David Lemonius who is Coxswain of a lifeboat.

What is your full job title?

Coxswain of Yarmouth Lifeboat.

How old do you have to be?

No specific age, but usually over 28. I was 34 when I became 2nd Coxswain and it was 15 years before I became Coxswain.

What does your job involve?

I am responsible for the 21 volunteers who make up the crews for the lifeboat. I organise their training and ensure that at any one time there are seven crew members available. I am the skipper when the lifeboat is at sea and am fully responsible for the boat and the crew. I also represent the Royal National Lifeboat Institution when I talk to schools and other organisations about my work.

Do you need any qualifications?

No formal qualifications are needed but I have over

40 years experience and also have the Royal Yachting Association's Yachtmaster Offshore qualification. I started in little rowing dinghies, then began sailing, both little and large boats. My interest then turned to motorboats and after starting in a small way I now own a working motorboat.

What was your favourite subject at school?

At a push, geography – but I was really more keen on boats!

Did you ever get into trouble at school?

Of course – I was once caught having a midnight feast with 32 other people. We all got the cane! If you hadn't done this job what would you have done?

I am a volunteer for the RNLI. My actual job is a boat yard manager which I really enjoy. If I hadn't done this I would still like to drive boats of one type or another.

What type of music do you like?

Light classical music, 60's music.

What is your favourite colour?

Blue.

What is your favourite type of clothing?

Sloppy jumpers.

CLUB

SEA LIFE

30 FAMILY TICKETS TO BE WON

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SEA LIFE is an intriguing informative and exciting experience for the whole family, and with 16 centres around the UK, there's sure to be a great day just waiting for you.



We have teamed up with Sea Life and have 30 family tickets (two adults and two children aged 4-14) to give away

All you have to do is answer the following question and send it on a postcard to:-
Sea Life Competition, Navy News, HMS Nelson, Portsmouth. PO13HH.
(Remember to include your Name, Address and Phone Number).

Find your local Sealife Centre at:

Oban	Hunstanton	Newquay
St Andrews	Great Yarmouth	Tynemouth
Southend	Scarborough	Hastings
Blackpool	Brighton	Rhyl
Portsmouth	Birmingham	Weymouth
Weston Super Mare		

Question:-
How many hearts does an octopus have?

Or call Talking Pages on freefone 0800 600 900 for further information and opening times.

All winners will be picked at random by 17th September 1997 and sent their tickets by post. A family ticket will allow free entry to any UK Sea Life centre for two adults and two children aged 4-14 years. Under 4's are admitted free.

Judges Decision will be final • No correspondence will be entered into
Employees or relatives of Navy News staff are ineligible for this quiz

What do you think?

The Gang wants to know what you think about lots of things. This time we want your opinion on museums. Which are the best and why? Do they give you what you want and is there enough to do if all the family goes? We will be visiting a few with some lucky members and we will let you know what we think too.

Membership Application Form

Please enrol me as a member of Captain Plank's new club. I enclose a postal order/cheque (payable to Navy News) for £3.25.

Name _____

Address _____

Postcode _____

Age _____ Birthday _____

Special interests: Sport ☐ Music ☐ Film/TV ☐

Friends ☐ Reading ☐

Other _____

Do you have any brothers or sisters? Yes/No

Name/Ages _____

Who does this copy of Navy News belong to?

Parent ☐ Grandparent ☐ Other _____

Name Your Club Competition

Write your suggested name for the club here:

Draw a logo (a simple picture or symbol) for your suggested name on a separate piece of paper and attach it to this form. Sorry your drawing cannot be returned. **Deadline date 17th September 1997.** Send your completed form, together with postal order/cheque for £3.25, to: Captain Plank's Club, Navy News, HMS Nelson, Portsmouth PO1 3HH.

If you would like any further information before applying, call 01202 679989

“ Your chance to win a Sony Discman™ ”

Florida with the China Fleet Club

TWO WEEKS in Florida is up for grabs from the China Fleet Club.

The Club has a fortnight available at a four-person one-bedroomed apartment at St Augustine Beach, from October 26 to November 9, costing £480.

It is available to serving non-commissioned personnel of the RN, RM, WRNS and QARNNS.

The property is about an hour's drive from Jacksonville and two hours from Orlando, and includes swimming pools, tennis and racquetball, a whirlpool spa, exercise rooms, snackbar, restaurant and lounge, free laundry, and access to the local golf course.

Applicants must make their own travel arrangements.

Applications, in writing, must be made to the China Fleet Club (UK) Charitable Trust, Saltash, Cornwall PL12 6LJ, by September 15, giving a day-time telephone number. A draw will be held on that day.

Gift of Stilton recalls debacle

THE GIFT of a blue Stilton cheese has commemorated one of the unhappier episodes in Nelson's life.

Nelson lost his right arm in the ill-fated assault on Santa Cruz in Tenerife, one of the Canary Islands.

Many died, but the Spanish garrison gallantly ferried survivors back to the ships with provisions, prompting Nelson – whose arm was shot and later amputated – to respond with cheese and a cask of ale.

As *Navy News* went to press, Cdr Nick Stanley, commanding officer of Type 23 frigate HMS Grafton, was due to hand the Stilton over to the Governor of Tenerife.

Grafton also carried an HMS Victory cutter replica to the bicentennial celebrations.

Gulf illness probed



● Formation flying – HMS Dasher (top left) with sister ships Archer (foreground) and Puncher. (Inset) Aircraft carrier HMS Dasher in 1943, only weeks before she sank.

Dasher pays tribute

SURVIVORS have joined the Royal Navy in paying tribute to those who died when an escort carrier exploded and sank during the last war.

Nine survivors were taken out on to the Clyde in patrol craft HMS Dasher, where her predecessor went down on March 27, 1943, with the loss of more than 350 lives.

The 8,200-ton carrier had been involved in deck-landing practice with two naval air squadrons, training for an Atlantic convoy, when an explosion occurred, later

attributed to aviation fuel.

She sank in three minutes, taking 379 people with her, but 149 survived.

Captain Philip Culmer, the ship's navigator at the time of the disaster, laid a wreath on behalf of the survivors on the water above the ship's final resting place, while Lt Alex Bark, commanding officer of the modern Dasher, laid a wreath on behalf of the RN.

A short remembrance service was conducted by the Rev Frank Myers, who was a telegraphist in the carrier but

who had been landed four days earlier.

A Sea King from 819 Naval Air Squadron conducted a White Ensign flypast, and Dasher conducted manoeuvres with HMS Puncher and Archer.

Five ships of the Inshore Training Squadron have left HMS Dolphin, their base for nearly four years, for a new berth across the harbour in Portsmouth Naval Base.

HMS Blazer, Dasher, Puncher, Pursuer and Loyal Chancellor are now based in Number 2 Basin.

THE GOVERNMENT is to double its spending on seeking answers to the problem of Gulf veterans' illnesses.

Armed Forces Minister Dr John Reid has announced a "fresh start" with a pledge to spend £6.5 million over the next three years on medical research and practical help for sufferers.

Of that, £2.5 million will go on trying to find out whether a combination of vaccines and tablets given to Service people in the Gulf had any health effects. There will also be a shorter waiting time for veterans referred to the Ministry of Defence Medical Assessment Programme.

Dr Reid also said that no-fault compensation would continue to be provided in the form of the War Pensions Scheme. So far there have been 1,285 applications from Gulf War veterans for pensions, 295 of them relating to undiagnosed illness.

Full War Pension is £107 a week tax free.

Epidemiological

A few days before Dr Reid made his statement, experts running three epidemiological studies started visiting military bases and sending large numbers of questionnaires to Service people.

The studies are being co-ordinated by the Medical Research Council and will involve over 100,000 serving personnel and veterans, some of whom served in the Gulf and others who did not.

In a separate statement, the Armed Forces Minister said that a change in the law to give ex-Service people suffering from asbestosis the right to claim for injury before 1987 was not a solution to the issue.

He said the arguments against retrospection remain as valid now as they were when Parliament passed the Crown Proceedings (Armed Forces) Act 1987. However, sufferers could not only receive War Pensions, but could be eligible for other allowances, including unemployment supplement.

Navy News at Faslane

NAVY NEWS will be paying a visit to HM Naval Base Clyde on Tuesday, September 9 to field your comments and suggestions, and to listen to any stories you would like to tell us.

A Base temporary memorandum will give details of location and times.



● Ioan Gruffudd.

TV Horatio is chosen

ROYAL NAVY hero Horatio Hornblower is to sail the seas again – but far from home.

Filming of the multi-million pound *Hornblower* series, to be seen next May, is being carried out at locations in Turkey and the Crimea.

Hornblower's ship, the 24-gun frigate HMS *Indefatigable*, is a full-sized replica, built in the Turkish port of Marmaris by Surrey-based boatbuilder Mike Turk, and will be filmed in action in the Black Sea.

Although a faithful replica, she features a number of modern safety requirements which would have interested Hornblower – including a bow thruster.

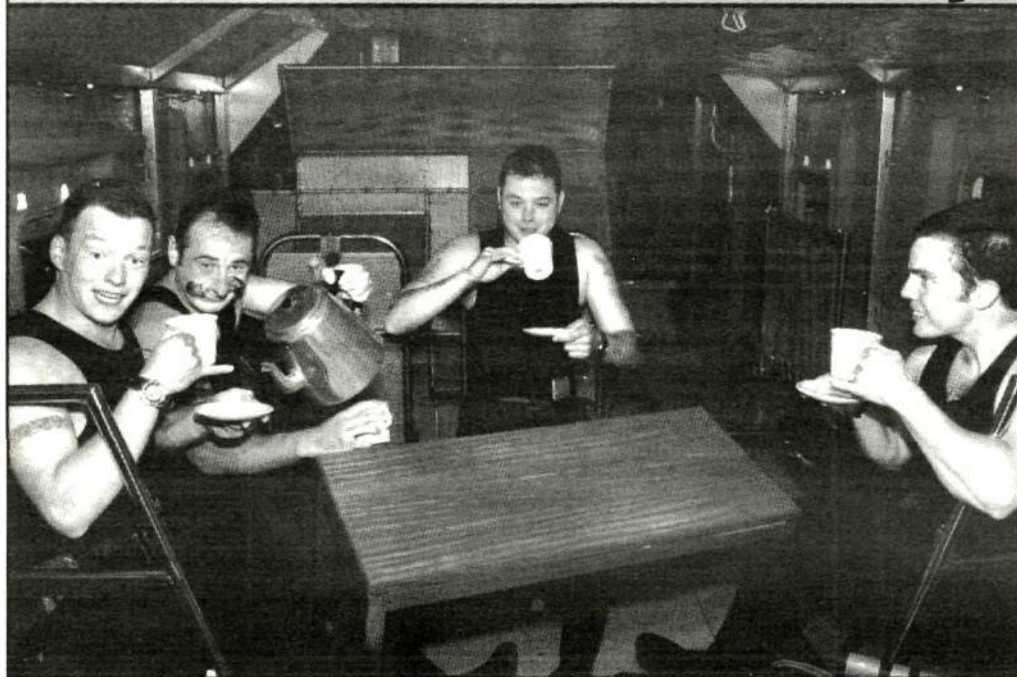
Scale models of other warships will also feature.

The four two-hour films, made for Meridian by Celtic Films/Picture Palace Films, follow the early adventures of C.S. Forester's complex hero, from midshipman to his first command.

Hornblower is played by Welsh actor Ioan Gruffudd.

Although makers had to look east for their locations and warship, another Napoleonic vessel proved ideal for a photo opportunity to introduce their Hornblower – HMS *Victory*, in Portsmouth.

Tea and dunks with the Navy



● Teatime – pictured from left around the floating table in Yeovilton's "Dunker" are NA Alex Stevenson, NA Taff Pine, NA Steve Given and LA Shep Woolley. Picture: LA(PHOT) Andy Baverstock, HMS Heron.

Anyone fancy a wet?

THERE was probably not much celebration among naval aircrews when the new "Dunker" opened at RN air station Yeovilton.

But the dreaded contraption will continue to help save lives by training flyers from all three Services, as well as civilians, to escape instinctively from a ditched helicopter.

And the new improved Dunker was soon helping a Forces' charity in its bid to raise money by breaking a world record.

The new Dunker, or Underwater Escape Training Unit (UETU), was built by Gravatam Engineering Systems and by changing panels can reproduce the escape hatches, doors and mechanisms for Merlin, Sea King, Puma and Chinook helicopters.

The existing UETU has been refurbished to represent the Lynx, and along with the new system will handle more than 6,000 people each year.

The new Dunker was officially opened by Rear Admiral Terry Loughran, Flag Officer Naval Aviation.

Shortly after the Admiral's visit the Dunker was the site for one of the most unusual of the Big Brew tea parties to raise funds for SSAFA Forces Help – the

Soldiers, Sailors, Airmen and Families Association.

The aim was to hold the biggest tea party in the world – that has yet to be confirmed – and raise £500,000.

The Armed Forces around the world threw themselves into the task. On T-Day itself, 16,000 cups of tea were served by 5pm in 55 British military locations in Germany, while the RAF hosted an Anglo-American tea party on exercise in Alaska.

Cancelled

Apart from a tea party several feet underwater at Yeovilton, other members of the Royal Navy held tea parties on many ships around the world, including HMS Westminster, Richmond, Chatham and Fearless, and though an RN tea party on Rockall was cancelled because the island was "invaded" by Greenpeace activists, the invaders drank tea for the charity instead.

Minister for the Armed Forces Dr John Reid attended the biggest tea party on the Atlantic, on board HMS *Invincible* off the west coast of Scotland, and Second Sea Lord Admiral Sir Michael Boyce hosted a party on board his flagship, HMS *Victory*.

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MEM Christopher Holley, of HMS Southampton, meets his five-month-old nephew Luke for the first time. Luke is held by mum, LWREN Amanda Bailey.

Destroyer returns from Gulf

RAIN, wind and choppy seas – it was a typical British summer welcome home for HMS Southampton.

The Type 42 destroyer has returned to Portsmouth after a stint on Armilla Patrol, where the weather was normally rather warmer.

Southampton deployed last November, joining the British standing naval commitment of three ships which provide a British naval presence in the Gulf and help enforce the UN embargo on trade with Iraq.

The ship also took part in regular exercises with the navies of the Gulf Co-operation Council states – Oman, Kuwait, Qatar, the United Arab Emirates, Saudi and Bahrain.

Southampton also ventured as far as Singapore, where necessary maintenance was carried out.



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Three Sharps of some note

TO THOSE who know their music, three sharps equals A major.

For the Lymstone Band, three Sharps equals a major contribution to the music of the Royal Marines – and domination of the golf course.

But it will all be going a little flat soon for the three brothers Sharp, with two moving on in the autumn.

Identical twins Martin and David Sharp (41) joined the Royal Marines at Deal on the same day in April 1971, and when their paths have crossed there have usually been problems for colleagues.

"It took some people on HMS Ark Royal six months to realise there were two of us on board," said Martin, a colour sergeant who plays euphonium, cello and guitar.

"There were 2,700 on the old Ark, and people were wondering how I got from one end of the ship to the other so quickly."

Bluff

There was also bluff and double bluff with bandmasters with the twins swapping instruments.

"I'm staying on till I'm 50, without a doubt – I love it," said Martin. David, the older by 70 minutes, is doing the same.

He plays clarinet, saxophone and violin, and will join the Naval Volunteer Band at HMS Drake, Devonport, in September.

Brotherly like-mindedness also extended to their social lives – the twins ended up marrying sisters Judith and Helen, who was a Leading Cook in the Navy and who met David at HMS Cochrane. David and Helen have two sons.

"It's good playing in the same band as my brothers – it's like having your best mates there. We never have any arguments," said David, also a colour sergeant.

Younger brother Joe (34) had



Sharp trio – Martin (or is that David?), Joe, and David (or is that Martin?). Picture: LA(PHOT) Steve Lewis

little choice over career, as his brothers left him in no doubt how much they enjoyed the life of military musicians.

In his turn, he joined the Royal Marines at Deal in 1979 before joining his brothers at The Band of Her Majesty's Royal Marines Commando Training Centre, Lymstone, in 1992.

Joe, a corporal, who is married to Koreana and has two children, plays the oboe ("my brothers advised me – it gets all the solos") and bass drum, and will shortly move to Portsmouth.

He was also introduced to golf by the twins, and the three of them

have dominated the corps golf championships, winning "about six" of the last eight titles between them.

They are all members of the RM golf team, and Joe plays for the Royal Navy team.

They have also managed to see the world with their various bands – the Caribbean, the United States, Europe and the Far East included.

The Lymstone Band is one of five RM bands around the country, but is unique in that it wears the plume of the Prince of Wales, presented to an earlier version of the band in 1920.

The band traces its history back as far as 1767, when officers of the

Plymouth Division took on seven musicians and an Italian bandmaster.

Director of Music Lt Andy Henderson said the band will be at the Edinburgh Tattoo, before undertaking its usual heavy workload of ceremonial, concert and charity engagements, as a full marching band, orchestra or dance band.

One person who is certain to take in many of the band's performances is Connie, mother of the Sharp brothers, who Martin describes as "our biggest fan".

She recently moved from her home town of Wakefield to live close to her sons in Devon.

Graduation day for first RN sponsored engineers



First of their kind – from left: S/Lt Mike Evans, S/Lt Andrew Russell, Lt Mark Sullivan, S/Lt Matthew Burley, S/Lt Dave Mealing, S/Lt Adrian Kirk, S/Lt Dave Griffiths, S/Lt John Edwards, S/Lt Alistair Murchie, Cdr Peter Hadden, S/Lt Warren Lee, S/Lt Neil McCallum, S/Lt Steve Spiller, S/Lt Pauline Boxall, S/Lt Kevin White, S/Lt Leonard Pannett, S/Lt Steve Skittrall, S/Lt Helen Goodale, S/Lt Shaun Haggerty, S/Lt Mandy Miller, S/Lt Simon McCleary, S/Lt Keith Ashby and S/Lt Scott Patterson.

THE FIRST group of Royal Navy engineering officers on a sponsored university scheme have received their degrees.

The 22 graduates at the University of Southampton joined in 1994 under the Engineering Sponsorship Scheme (ESS), following the decision to close the RN Engineering College at Manadon in Plymouth.

These students were all RN officers who joined the Navy expecting to go to Manadon, but those who joined the ESS since have to pass an Admiralty Interview Board and an interview at Southampton for a place at the university on one of three degree courses: aerospace systems, mechanical engineering or electronic engineering.

Students are members of the RN Support Unit, run by Cdr Peter Hadden, and are Honorary Midshipmen in the RNR during their training activities.

They will then go on to Initial Officer Training at Dartmouth, followed by professional career training. If they decide not to join the Navy, the sponsorship must be paid back.

Tales of the American riverbank

FROM a 12-inch deep muddy trickle to a five-mile wide colossus, the Mississippi has many faces.

And two Royal Marines are getting to know all the moods of the river this summer as they spend three months paddling a canoe down its entire length to raise money for charity.

Marines Sean Johnson, from RM Poole, and Rob Tweddle, of 40 Cdo, set off to tackle the 2,552 miles of river on June 1.

The trip will raise money for SCOPE – Sean's godson has cerebral palsy – and raise the profile of the corps.

Around 100 miles south of the Canadian border is the modest Mississippi Headwaters, where the two-man Klepper canoe had to be dragged through a foot of water.

Since then the river has grown and presented the canoeists with such obstacles as beaver dams in rural Minnesota and huge barges in urban Minneapolis.

Motorhome

Supporting the pair logistically, driving the motorhome and acting as shore liaison team are Cpl Nije Thorpe and Marine Lee Fitzgerald, who promote the venture with each riverside community they pass through.

Also watching with interest is the wildlife – moose, deer, beavers, muskrats and a bald eagle have all been spotted in the breathtaking scenery as Sean and Rob paddled between 20 and 46 miles a day.

By the beginning of July they had covered 762 miles, and were three days ahead of schedule.

As the team heads south, people on the river are taking more interest.

"The lads are being fostered at nearly every stop, and have been overwhelmed by people's generosity," said Nije.

The team has acknowledged the efforts of Capt David Wilson RM at BNS Washington DC in getting the expedition under way, and would be happy to accept donations, which can be sent to: Mississippi Madness Expedition Office, RM Poole, Hamworthy, Poole, Dorset BH15 4NQ.



• Capt Muriel Hocking.

Muriel to lead RNR

THE ROYAL Naval Reserve has appointed its first female Commodore – the most senior posting an RNR officer can attain.

Captain Muriel Hocking (52) will take over from Cdre Gordon MacDonald at the end of October at a ceremony on HMS Victory, flagship of the Second Sea Lord.

Captain Hocking joined the Women's Royal Naval Service in 1963, and went into the RNR when she married six years later.

She has completed a number of postings, including Hong Kong and Gibraltar, but her new duties will take her to HMS Vivid in Plymouth.

Capt Hocking is married to Sgn Cdr Malcolm Hocking, a retired naval dental surgeon, and they live in Cornwall.



• "Ten to port, sir" – Jimmy Tarbuck takes the wheel on board HMS Invincible under the watchful eye of LPT Ollie Burton.

The Liverpool comedian was joined on the bridge by Sir Donald Gosling and TV personality Ned Sherrin during the Royal Navy in the Public Eye day last month.

Throughout the day more than 100 VIPs experienced life on board, visiting every department, and the day culminated in an impressive air display by the ship's own aircraft from 800, 814 and 849 NAS.

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Staff at naval base gain NVQs

STAFF at Devonport Naval Base have gained National Vocational Qualification certificates in a range of subjects.

Part of the Naval Base Commander's NVQ programme, the scheme is managed by the Naval Base Training Organisation and is a mix of in-house assessment with some on-site college assessor support.

Among those who received certificates were Robert Hodge, Melvin Wallis, Kevin Thomas, David Ham, Ann Maddern, Andrew Spencer and Jeff Cheetham, who all achieved Level 2 in Wholesaling, Warehousing and Stores.

Peter Waterhouse achieved Level 2 in Rigging and Slinging, Ian Kendall gained a Level 3 in Wood Machining, and Tanya Eatwell, Diana Batten, Dawn Simkins, Amanda Loverage, Karen Venn, Karen Colley and Louise Trickey all achieved Level 2 in Administration.

Norma Spencer achieved a Level 3 in Administration.

Intercept me and buy one

THE MAN responsible for the Royal Navy's School of Fighter Control has returned to the unit for the first time in 56 years.

At the start of World War II, the Fleet's main air defence cover was provided by anti-aircraft guns – pilots had to use initiative to seek out the enemy, with no guidance.

On occasions this led to fighters being fired at by their own ships, or being in the wrong place when enemy aircraft were detected.

Captain Charles Coke, who during the Norway campaign in 1940 was a lieutenant commander in HMS Ark Royal, became convinced that formal training in fighter direction was needed.

He persuaded the Admiralty to let him set up an organisation at RN air station Yeovilton, the forerunner of today's RN School of Fighter Control.

Among the students who passed through the school in the early days were Sir Michael Hordern

and Sir Kenneth Moore.

Among the most memorable innovations Captain Coke devised at the school was the use of "ice cream" tricycles to aid instruction in the art of intercept geometry.

One tricycle, simulating the hostile aircraft, would be pedalled by a Wren at a fixed speed, determined by a metronome attached to the trike.

Tricycle

Meanwhile a Wren on the "friendly" tricycle would be directed by radio by the student controller, who was aiming to intercept the hostile trike.

Capt Coke was guest of honour at the school at Yeovilton, where he hasn't set foot since the original was set up in 1941.

He took the opportunity to look around the exhibits at the Fleet Air Arm Museum, including the cockpit of a Swordfish, in which he flew as an observer during the war, and an ice cream trolley.



First book at age 84

ALMOST 40 years of expertise in naval weaponry has gone into a book on Priddy's Hard – and it represents the 84-year-old author's debut in print.

Harry Semark (above), of Southsea, has written *The Royal Naval Armament Depots of Priddy's Hard, Elson, Frater and Bedenham 1768-1977* (£20), tracing their growth from powder magazine to major World War II armaments depot.

The author served with the Armament Supply Department for 39 years – 14 at Priddy's Hard – but the book took seven years to write and 12 to get published, when Hampshire County Council finally stepped in.

The book can be obtained from Mr Peter Russell-Jones, Curator, Priddy's Hard Museum of Naval Ordnance, Elson, Gosport, tel 01705 502490.



● Ice creams at six o'clock – Captain Charles Coke with one of the ice cream trolleys commandeered for use at the RN School of Fighter Direction, now preserved at RNAS Yeovilton.

Navy lifesavers

A NAVY met man at NATO's North HQ in Norway has completed a first aid course – along with his family.

CPO David Hadland, wife Jayne and daughter Laura took the St John Lifesaver Plus course.

Two other naval wives – Vicky Parry and Marina Stafford, whose husbands are radio supervisors – also took the course.



● Pleasure after business – Commodore Chris Stanford, Director of Naval Staff Duties, has returned from "highly-successful" talks with the Indian Navy. He and four other officers from the MOD and Second Sea Lord/CINCPAC staff spent two days at the Indian Navy HQ in New Delhi, discussing matters such as dockyard privatisation and Warfare Branch development.

Once official business was over, the Indian Navy arranged a visit to the Taj Mahal. Pictured are (back row, from left) Cdre Ken Day (DNPCP), Lt Cdr Dewan (Indian Navy), Cdr Chris Hadden (DN Plans), Capt Chris Peach (DNT) and Lt Cdr Jim Graham (DNSD); (front row, from left) Indian Army escort, Cdre Chris Stanford and Cdr Ghei (Indian Navy).

The talks were at the request of the Indian Navy, following First Sea Lord Admiral Sir Jock Slater's visit to India in February, and an Indian delegation will visit the UK in the autumn.



● Training hard – LS Derek Simpson uses HMS York's gym, watched by LPT Richie Gray.

Finest in the fleet?

FLEET Recreation Officer Lt Cdr Tim Kenneally believes the new fitness suite in HMS York is probably the best in the Fleet.

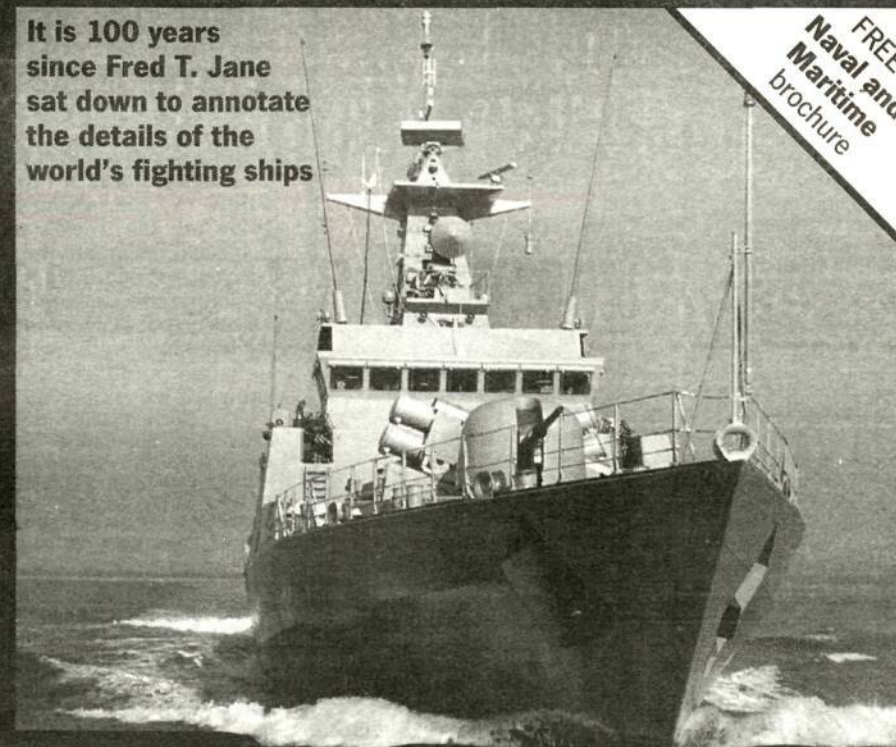
The suite, opened by Flag Officer Sea Training, Vice Admiral John Brigstocke in April, boasts an Airstepper, Versaclimber, Powerjog running machine, two Concept II rowing machines, bicycle and Ab Cradle – and 60 per cent of the ship's company are involved in personal fitness training under the watchful eye of LPT Richie Gray.

All equipment, apart from the rowing machines, was paid for by grants – including the Sports Lottery – the ship's welfare fund, and a generous donation from ship's sponsor Lady Gosling.

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* * * * * HONG KONG HANDOVER 1997 * * * * *

Chatham in charge as HQ closes down

HMS CHATHAM became the nerve centre for all military operations in Hong Kong in the final days of British rule.

As the Prince of Wales Building was stripped floor-by-floor, the ship took on the role of a floating headquarters for the Commander of British Forces, Major General Bryan Dutton and Chief of Staff, Commodore Peter Melson.

By the end of June the ship's 18-strong communication department was handling 42 different signal addresses, as many as an aircraft carrier would normally be expected to deal with.

Royal salute

Extra satellite systems were installed and a four-man team from FOSF CXP in Portsmouth was drafted in to help as messages flashed between ships and establishments around the world.

Berthed alongside the HMV Britannia in Victoria Harbour the ship attracted intense interest from Hong Kong people, tourists and many of the 8,000 journalists covering the handover.

And when she fired 21-gun salutes to mark the Queen's official birthday and the arrival of Prince Charles, she was heard all over the island.



● HMS Chatham fires a 21-gun salute for Princes Charles as he steps on board HMV Britannia and the farewell ceremony stadium are in the background. Picture: PO(PHOT) Jon Garthwaite

Captain Chris Clayton said: "We like to think Chatham was chosen for the job because she is the best ship in the fleet."

"That's certainly what my ship's company felt as we prepared for it. We did everything from polishing and painting the ship to getting the drill ready, the ceremonies ready, every aspect of it just right."

"Chatham is designed to be a command platform and the

strategic communications facilities we provided allowed General Dutton to continue normal military operations right up until the last minute."

While Chatham took charge of the classified equipment and material from the Prince of Wales building, RFA Sir Percivale was loading hundreds of tonnes of hardware for return to the UK.

Everything from office equipment to broadcasting gear used by British Forces radio and the sail training yacht Vengeance was winched on board.

The ship, berthed at Stone Cutter's Island, also provided the accommodation for 60 sailors from HMS Illustrious who came to Hong Kong for the handover ceremonies.

□ See centre pages...

Peacocks unite for final patrol

PATROL ships Peacock, Plover and Starling sailed right round Hong Kong island to say farewell to the people they have served for 13 years.

Trailing 150-ft paying off pennants, the ships steamed from Victoria Harbour to Tai Tam Bay where the dragon racing is held, and on to Stanley Bay, Repulse Bay and Aberdeen Bay before passing through the Green Island Gap and back into Victoria Harbour.

People waved from small boats as the ships passed and a flotilla of sailing vessels sailed out from Hong Kong Yacht Club to cheer the Peacock-class vessels on their way.

The Hong Kong squadron has kept up an unbroken patrol of the area for more than 50 years and led the fight against piracy, smuggling and illegal immigration.

Lt Cdr Will Worsley, Senior Naval Officer Afloat, led the ships from the Bridge of HMS Peacock. He said: "This is a very poignant moment. We have warm memories and a close rela-



tionship with the people of Hong Kong and it is sad to be saying goodbye.

"We have served Hong Kong faithfully and have served the people with honour."

"Although we are departing we wish the Hong Kong people the very best of luck and good fortune."

● Above: HMS Plover and HMS Starling with paying off pennants streaming as they follow Peacock on their final voyage round Hong Kong Island. Picture: Dominic Blake

● Left: HMS Peacock passes the spectacular Hong Kong Conference and Exhibition Centre where the final handover ceremony was to take place later the same day. Picture: LA(PHOT) Craig Leask



● Commodore Melson and Major John Herring at the spot where the Navy took possession of Hong Kong in 1841. Picture: Dominic Blake

Commodore steps back through time

THE LAST Senior Naval Officer in Hong Kong made a personal pilgrimage to the spot where his predecessor took possession of the island in 1841.

Commodore Peter Melson and his wife Janet were accompanied by Major John Herring, who was the last Royal Marine to leave Hong Kong before its return to Chinese sovereignty.

Commodore Melson said: "This little park at the top of Possession Street is almost the exact spot where Commodore Bremmer first hoisted the British flag on January 26th, 1841."

"A picture in the Illustrated London News showed Royal Marines in full shakos and naval officers in cocked hats talking to the Chinese mandarins of the time. It must

have been an amazing thing to see."

"And today we have a Commodore and a Royal Marine here at Possession Point to mark that amazing date and feat in history 156 years ago."

Today, the park is surrounded by high rise buildings and Western Hong Kong stands where the waterfront used to be.



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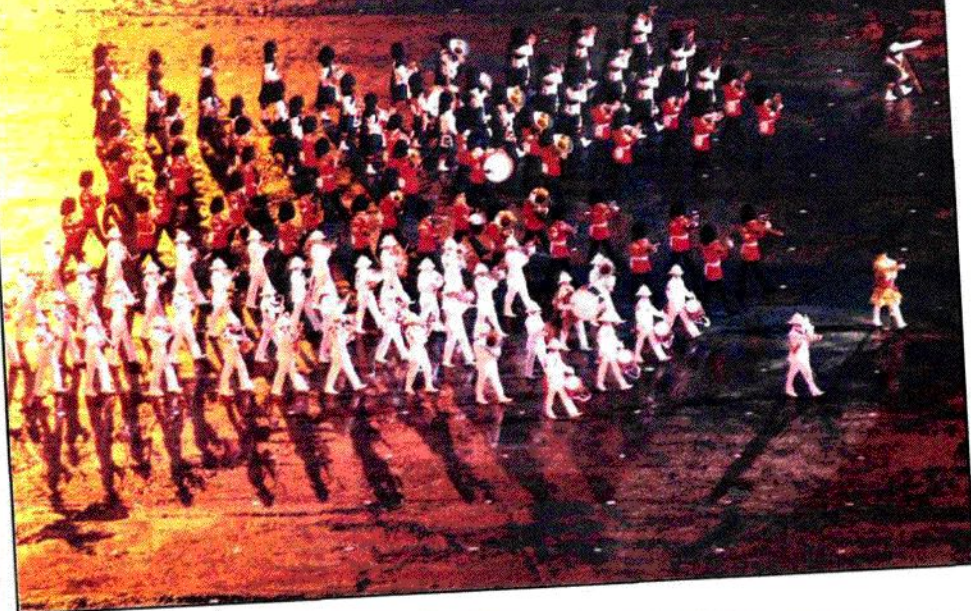
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HONG KONG HANDOVER

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**EXCLUSIVE
pictures
from Craig
Leask, Jon
Garthwaite,
Paul Cowpe,
Chris Brick,
Dave Hunt
and Kevin
Grey**

● **TOP:** Royal Marines musicians formed part of the largest massed band ever seen in Hong Kong during the East Tamar parade ground farewell ceremony.

● **RIGHT:** HMS Chatham and HMS Peacock are illuminated by the dazzling fireworks display over Victoria Harbour which brought the farewell ceremony to a close. A few hours later HMS Chatham became the last major warship to leave Hong Kong, ending a Naval association going back more than 156 years.



OVER 156 years ago a warship's royal salute thundered out over Hong Kong harbour, the Union Flag was hoisted and a volley of musket fire rang out as the Navy took possession of the island for Queen Victoria.

The simple ceremony on January 26th, 1841, was a far cry from the spectacular events which marked the island's return to Chinese sovereignty on June 30th this year, but the Navy were still centre-stage.

Thousands packed into the East Tamar stadium for Britain's farewell to the people of Hong Kong and millions more watched the live television pictures broadcast around the world.

A 21-gun salute from HMS Chatham shook the stadium and echoed around surrounding skyscrapers as the Prince of Wales made his way from Britannia, just a few yards from the waterfront.

After a stunning show by 2,000 Hong Kong people including dragon dancing and traditional music, forty sailors from HMS Chatham and sixty from HMS Illustrious led the guard of honour with soldiers from the Black Watch and the RAF Queen's Colour Squadron filed behind.

As Prince Charles, a Royal Navy Captain, rose to speak, the heavens opened and the downpour continued as Chris Patten, the 28th and final Governor, spoke of the Hong Kong people's 'unshakeable destiny' to rule themselves.

Tears

With the backdrop to the stadium lowered to reveal the Royal Yacht, lit up against the night sky, the drenched guard fired a feu-de-joie and Royal Marines struck up with the largest massed band ever seen in Hong Kong.

Old favourites like *Auld Lang Syne* and *The Day Thou Gavest Lord* had ended sent waves of emotion sweeping through the audience, drawing tears and stamps of approval in equal measure.

The event ended in an explosion of colour as fireworks burst over HMS Peacock. Plover and Starling in Victoria Harbour and the VIPs made their way over to the new Hong Kong exhibition centre for the handover ceremony itself.



By Dominic Blake

After a farewell banquet, the delegations led by Prince Charles and Tony Blair and China's President Jiang Zemin and Premier Li Peng, took their places for the far more sombre event as the last few minutes of British rule ticked away.

HMS Chatham's Lt James Minter commanded the British Guard of Honour and their measured, unhurried drill contrasted sharply with the rigidity of the Chinese ceremonial troops, chosen long in advance for their identical height and similar features.

Prince Charles reminded China of her solemn pledge in the 1984 Joint Sino-British Declaration to leave Hong Kong's way of life unchanged and said: "I should like, on behalf Her Majesty The Queen and the entire British people, to express our thanks, admiration, affection and good wishes to the people of Hong Kong who have been such staunch and special friends over so many generations."

"We shall not forget you, and we shall watch with the closest interest as you embark on this new era of your remarkable history."

● Lt Cdr Jim R... sailors from HM... illustrious as the... feu-de-joie during... money at East Tamar

As God Save the... the honour of bring... Flag for the last ti... to HMS Chatham's... Tarrant.

After the flag... Republic of Ch... Special Administr... Kong were rais... anthem, Presiden... comed the return... Kong people to... Motherland."

He said: "I am... strong backing o... people, the Gove... Kong Special Adm... Kong compatriots... age Hong Kong w... term prosperity... ensuring Hong K... future."

Prince Charles... Governor made th... while the Comm... Major-General Br... Staff, Commodore... RAF's Wing C...



● **ABOVE** Ships of the line: HMS Illustrious leads ships of the Ocean Wave deployment past HMV Britannia where the Prince of Wales and Chris Patten took the salute. Right: Prince Charles and Mr and Mrs Patten watch as the steam past gets underway.



Ocean Wave greeted Br

ALMOST the entire Ocean Wave... China Sea to greet HMV Britannia... into international waters.

HM ships Illustrious, Beaver, Fear... Trafalgar and RFAs Fort Austin, F... Geraint and Diligence, were included.

Chatham, Sir Percival, Peacock, Plover and Starling joined them and the Royal Yacht steamed through the centre of the flotilla while all available hands lined the upper decks to 'cheer ship.'

In a signal to the flotilla, Prince Charles said: "I am enormously grateful to you all for the magnificent steam past this afternoon."

"The sight of such a large and very obviously capable force together in such close company was both stirring and memorable..."

"I send my heartfelt thanks to you all and wish you continuing success for the remainder of this important deployment and a safe return to your families. Splice the mainbrace."

The next day, eight of the group's Sea King and Lynx helicopters and five Harriers flew past at sunset.

HMS Chatham and the Hong Kong Squadron escorted HMV Britannia to Manila where she was met by the Philippines navy, the

OVER 1997 * * * * *

REWELL TO THE ORIENT



Simmonds embarked on HMS Chatham.

Crowds packed the waterfront to cheer as the Royal Yacht glided gracefully into the darkness of the harbour while Chatham, Peacock, Plover, Starling and RFA Sir Percivale fell in neatly behind.

On HMS Chatham, Captain Chris Clayton coned the ship himself while the Senior Officers of the three services joined the ship's company on the upper deck to say farewell to a place that had become home.

Standing on the bridge roof and looking back at Hong Kong for the last time, Commodore Melson said: "The Navy has been here in Victoria Harbour for 156 years and looking back now it is very sad for us, and for the people of Hong Kong."

"The last three years have been exciting, traumatic, exhausting and tantalising. Negotiating with the Chinese... there have been moments of pure pleasure and moments of utmost frustration, but it has all been very interesting."

Good friends

"We have had to say goodbye to a lot of good Chinese friends and there are some very mixed feelings there. They have been very happy under the British, they have made a lot of money and had their freedoms respected, but they are now facing an uncertain future. They do not know what tomorrow is going to bring."

As the ships slipped away the lights were flickering on inside the Prince of Wales Building as the advance guard of the People's Liberation Army moved in to their new headquarters. By dawn, 4,000 of their comrades would be arriving in Hong Kong by land, sea and air.

Star ferries criss-crossed the harbour loaded with spectators, tenders fired jets of water high into the humid night air and the maritime police struggled to keep hundreds of well-wishing small craft a safe distance away.

Parties kicked off everywhere as people made the most of a brief respite from the rain, but as the ships passed out of sight, a storm was gathering in the north and lightning flashed over the forest-clad hills separating the new Special Administrative Region and the ancient Guangdong province of China.

ave fleet ritannia

fleet was waiting in the South
a and her escorts as they sailed

ness and Richmond, HM Submarine
ort George, Olna, Sir Galahad, Sir

new owners of HMS Peacock,
Plover and Starling.

HMS Fearless, Sir Galahad and
Sir Geraint were deployed to
Singapore where 40 Cdo will dis-
embark and fly to South Africa for a
major exercise with the SADF.

Illustrious and her battle group
headed for a high profile visit to
Australia while HMS Chatham set
course for a two-week visit to
Thailand before returning to the
Gulf and the Armilla Patrol.

Homecoming

The first Ocean Wave ships
return home this month for a
well-earned rest after seven
months at sea where they
achieved all their objectives.

They have been a tangible
reminder of Britain's commitment
to stability in the Asia Pacific
region and a clear demonstration
of the Royal Navy's ability to
defend the nation's interests, no
matter how far away.



● Lt James Minter and CPO Robin Lumley with the guard of honour at the final handover ceremony which returned Hong Kong to Chinese Sovereignty for the first time since it was claimed by the Navy in 1841.



● Lt Nick Doyle, formerly of HMS Tamar, keeps the royal ensign steady despite the pouring rain which persisted throughout the farewell ceremony.



Jenny says goodbye

JENNY Side Party (78) officially retired on June 30th after 60 years service to the Royal Navy.

Before being piped ashore from HMS Chatham said: "I'm very, very sad, but have many happy memories."

"Sailors always look after me, teach me writing and speak English. When you go back UK, you tell everybody, Jenny say hello, and good luck!"



History in the making

"It still hasn't sunk in yet. I keep thinking, did I really do that? I'm still buzzing."

OM Nick Tarrant (22) from Scotland, who lowered the Union Flag for the last time in the Far East.

He was asked for so many interviews that he was described as the most wanted man in Hong Kong. His CO, Captain Chris Clayton said: "Even I need to make an appointment to see him!"

"I was only nervous when I phoned my mum and she said everyone in my street was going to be watching."

HMS Illustrious's NA Peter Bainbridge (24) from Lincolnshire, a guard at the handover ceremony.

"As soon as the sound went down, you got this immense feeling of power because you knew the whole world was listening to the next thing you would say. I quite enjoyed that bit."

Lt James Minter (27) from Caithness, guard commander at the handover ceremony

"I was so scared, it was unbelievable. My worst fear was dropping the gun - it was raining so hard that it kept slipping. When I had the chance to calm down it was amazing, everybody clapping and stamping their feet. It was the chance of a lifetime."

HMS Illustrious's LWAEM Nichola Whitaker (26) from Hull, who was among the farewell guard drenched at the East Tamar Stadium

"They were brilliant and I am immensely proud of them. They did themselves, the Service and the country proud."

Captain Chris Clayton on his ship's company and everyone who took part in the ceremonies

Backseat role for Batman

IT's unfortunate that the least interesting elements of **Batman & Robin** should be Batman & Robin.

The film acknowledges this in its opening credits, where top billing is given to Arnold Schwarzenegger as the blue and balding Mr Freeze, latest scourge of Gotham City.

Also helping to shove our heroes into the background is Uma Thurman as co-villain Poison Ivy, with a Mae West voice and a Marlene Dietrich look that includes a reprise of Marlene's famous striptease from out of a gorilla suit.

Alicia Silverstone as Batgirl is as cute as a basket of kittens while supermodel Elle Macpherson vamps around the periphery and even Michael Gough as loyal butler Alfred gets a couple of scenes to himself on this occasion.

There's not a lot that a pair of upright, dull crimebusters can do to compete against all this glamour ad uproar and the George Clooney/Chris O'Donnell combo duly and selflessly play it low-key, swapping tough-guy puns in the James Bond tradition but leaving the eccentricity to the criminal element.

The sound and fury of the numerous action sequences are as

impressive as ever, with the distinction between the physically real and the merely computer-generated becoming increasingly hard to identify. But for all the razzle-dazzle, the question of what actually happens during all that rough and tumble is perhaps best left unasked.

Screen Scene

Chris O'Donnell turns up again as co-star of **The Chamber**, the latest adaptation of a John Grisham best-seller. As usual, the setting is the American South, where every family cupboard is positively rattling with skeletons and everybody's conversation is to do with things that happened 20, 30, 40 years before. Gene Hackman plays a Ku Klux Klan member languishing on Death Row for a bombing that killed a couple of black children back in 1967. O'Donnell is his lawyer grandson, the film's agenda is to do with whether O'Donnell will manage to get the death sentence commuted and whether we, the audience, actually want him to.

Hackman is his usual tower of strength, though O'Donnell's looks suggest he'd be more at home leading the Sixth Form in the end-of-term cricket match.

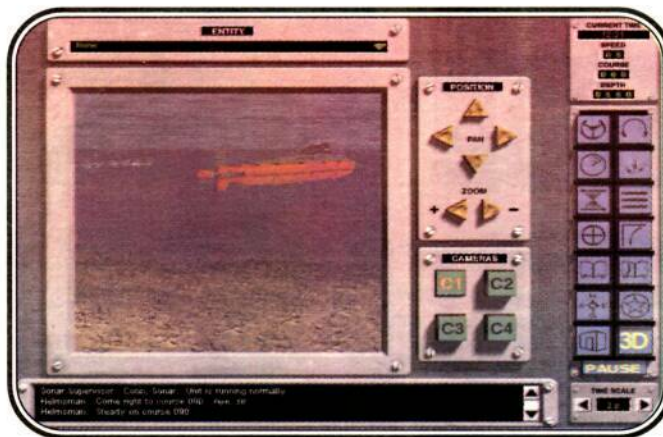
Sternier business is underway here, however, including lynchings,

beatings, emotional showdowns and impassioned court-room pleas.

The 'chamber', incidentally, is not a reference to the judges' quarters, nor to the component part of a firearm. It's the room with the metal chair where everyone who walks in does not necessarily walk out again.

— Bob Baker

DESK TOP DIVING STATION



● A screen shot from 688i Hunter/Killer, Jane's Combat Simulations' latest wargame.

JANE'S Combat Simulations on PC CD-Rom are the present day successors to Fred Jane's original Wargame – see opposite – and the latest, 688i Hunter/Killer (£39.99) promises to be "the most immersive submarine simulation ever".

Developed by Sonlaysts, designers of submarine trainers for the US Navy, it takes players through a range of hot spots based on political analysis from Jane's Information Group.

They will master the sonar and weapons control systems and learn to develop real fire solutions before using their skills to eliminate a host of threats.

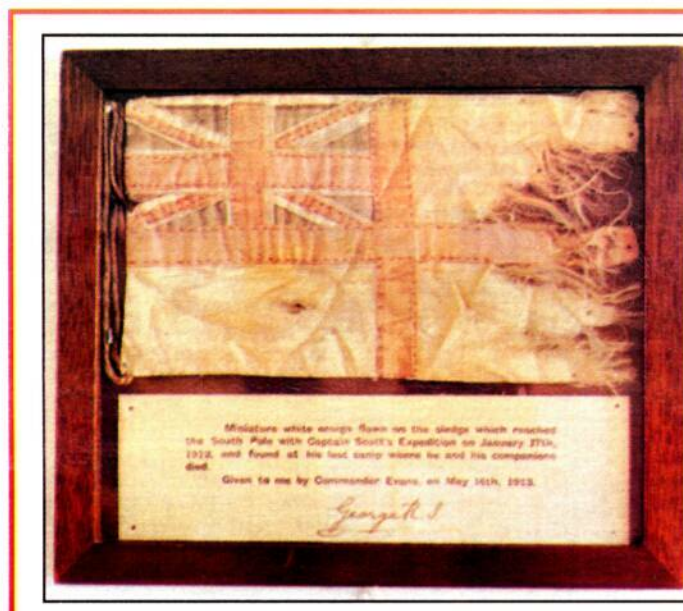
Desk top submariners can also train the crew over time and outfit the boat with the latest in advanced weaponry. Resource management is also part of the picture – ranging from the type and number of missiles and torpedoes carried to the amount of food stores on board.

Fred Jane would have been delighted with it – his science fiction books foreshadowed aircraft, television, laser holograms and nuclear weaponry; he would have been perfectly at home in a nuclear submarine. As well as with its virtual reality representation.

Souvenir of Scott's last trip

THIS MINIATURE White Ensign was flown on Capt Scott's sledge during his 1911-12 expedition to the South Pole and recovered, along with his body, at his last camp. It was later presented to King George V.

— From The Royal Yacht Britannia – Inside The Queen's Floating Palace by Brian Hoey (see ad below).



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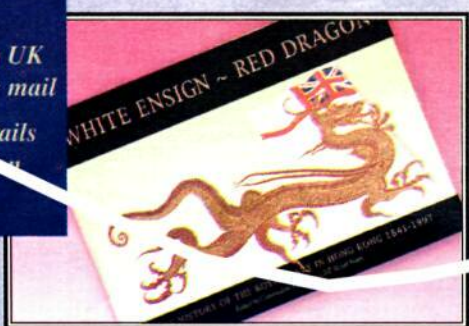
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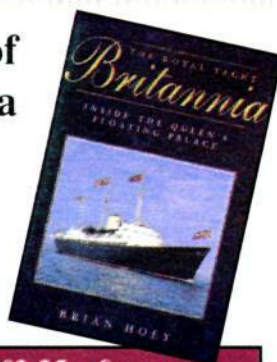
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At Your Leisure



LAST LAUGH FOR JOKER JANE



'Who was Jane?' has been the most frequently asked question on the Internet site of the publishers of *Jane's Fighting Ships* – and Richard Brooks' timely biography of **Fred T. Jane – An Eccentric Visionary** provides most, if not all of the answers.

Because the man who gave his name to a whole series of some of the world's most highly respected defence titles was several people at the same time – journalist, artist, novelist and visionary as well as naval expert.

The 100th edition of his best-known publication appeared last month. The first *'Fighting Ships'* took him ten years to compile and covered 22 navies in 221 pages. There were no photographs, all of the illustrations being hand drawn by Jane.

It was the first book to successfully provide technical information about warships in a structured and integrated way, giving its users a consistent and rational basis for comparison – and the high standards of accuracy its author set would be kept up over the years to make 'Jane's' the standard work of reference.

He developed a naval wargame which was used officially by navies around the world and is still played by enthusiasts today. For nearly ten years he wrote a weekly column in the *Hampshire Telegraph & Naval Chronicle*, documenting naval developments, not only tactical or material changes, but also the political and social reforms he considered necessary if the Royal Navy was to become a modern professional force.

This last explains why he was, in his lifetime, "a prophet without honour" – a self-confessed Tory given to tirades against radicals and socialists, he nevertheless had no respect for the class distinctions that were then particularly acute in the Royal Navy.

His contacts among naval personnel included not only executive branch officers and engineers but representatives of the lower deck – long-service warrant and petty officers in partic-

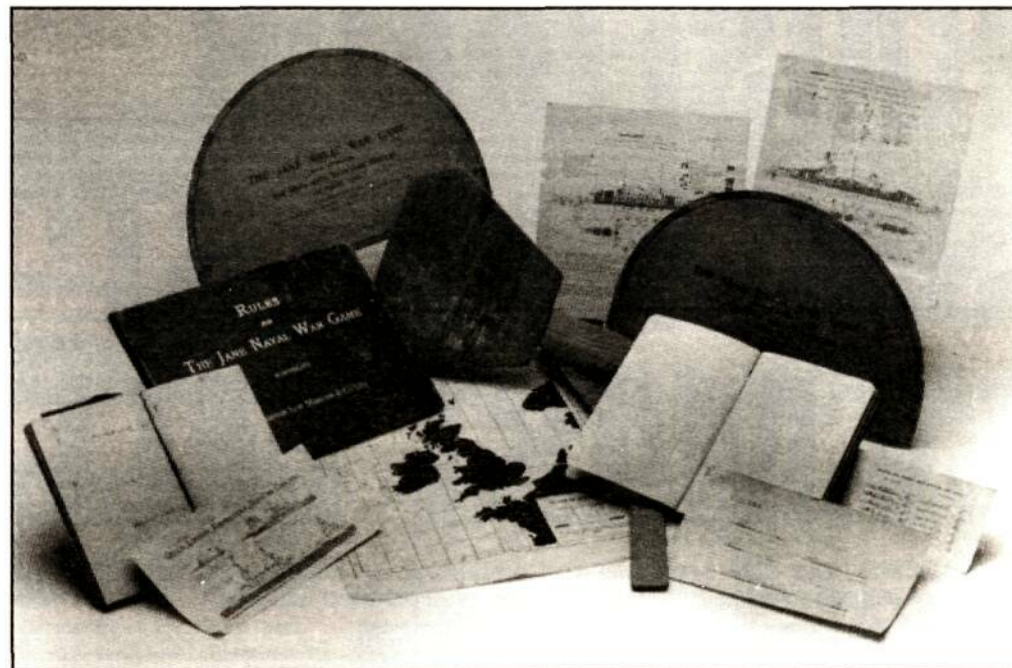
ular – which stood him in good stead when researching technical details of ships' actual performance.

But his campaigns against a wide variety of grievances over recruitment, pay and conditions of service often annoyed other more single-minded reformers, so just how much influence he had remains a matter of conjecture.

So many of his prophecies came true, though. He foresaw the emergence of the submarine as the prime capital ship; that "there would be 'ranker' captains and commanders, besides numerous other ranker officers on the quarter deck"; and that World War I, when it came, would be a long one. In 1914 he was one of the few to make such a prophecy – and he added that it would be characterised, at sea, by an absence of major surface actions.

Perhaps it didn't help his credibility that Jane was also known as "the biggest joker in Portsmouth" – he once kidnapped a Labour MP to keep him from speaking at a conference there, offering him a tour of the sights of the city in his powerful motor car and instead driving off with him miles into the country. Like the equally reckless and ebullient Mr Toad, he owned a succession of cars, was involved in a number of accidents and made several court appearances as a

'The grounds of his judgement are sometimes slender'



● *The Jane Naval Wargame, invented in 1898, complete with striker, targets, scorers and turning circles. Still played by enthusiasts today, the original set of equipment came in a stout, felt-lined box. Prices ranged from 4-6 guineas with special sets up to £40 "containing practically all the warships in the world".*

result. A lively raconteur, some of his tales of his adventures as a war correspondent were pure invention. The longest running hoax of his life involved the sinking of the rebel cruiser Blanco Encalada during the Chilean Revolutionary War of 1891.

So effective were his sketches of this and other actions that many were convinced he had actually taken part in them. He himself claimed he could not remember much about it because he was seasick at the time – but his brother Cecil revealed after his death that the drawings "were actually made in the seclusion of Devonshire".

His novels, too, were pseudo-Wellsian, 'Penny Dreadful' sci-fi.

The end came sadly for such an engaging "thorough sportsman". Frustrated by ceaseless squabbles with the censor and his inability to play any real part in the war, his health broke down and in 1916, at 50, he died alone at 26 Clarence Parade, Southsea.

The house was bombed in World War II – "ironically destroyed by the aircraft which also put an end to the armoured ships to which he devoted so much of his life." A blue plaque commemorating Jane now adorns the block of flats

later built on the site.

One final touch of drama – there is a family belief that he died by his own hand, shooting himself with a .32 Colt while in low spirits after the collapse of his marriage. Whether or not the circumstances of his death involved a cover up – he was buried with surprising promptness – it is hard to understand why the straightforward Edward Tory who married his widow should have made the claim if she had not told him of it.

Fred Jane is in many ways an unlikely character to have founded "the closest thing to a commercial intelligence agency" that expanded to become today's internationally influential Information Group and bears his name as the symbol of its integrity and reliability. "The grounds of his judgement are sometimes slender," wrote the *Times*. "Always readable . . . although often eccentric," said *'A Service Contemporary'*.

In the end, Jane the joker had the last laugh on his detractors.

● **Fred T. Jane – An Eccentric Visionary** is available from Dept DSM, Jane's Information Group, 163 Brighton Road, Coulsdon, Surrey CR5 2NH at £24.50 inc pp.

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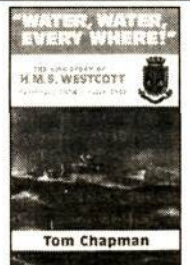
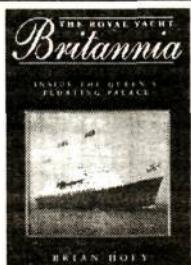
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OVER £7,000 RAISED FOR SAILOR HURT IN MAST FALL

DONATIONS from RNA branches and individuals in response to an appeal on behalf of injured 'button boy' Paul Wilson have totalled £7,150.

Paul is confined to a wheel-chair as a result of a fall during a Royal Navy mast-manning display at Buckingham County Show in 1995.

A leading seaman at the time, Paul fell 20ft while descending a rope after the display. As the button boy he had stood at the top of the 90ft mast.

He was admitted to Stoke Mandeville Hospital suffering from spinal injuries which were to cost him the use of his legs – and his career in the Navy.

He did not, however, lose his courage and humour. He was 'adopted' by No.6 Area which launched the appeal fund, and he later became a member of Luton & Dunstable branch, winning their Shipmate of the Year award last year.

Donations to the appeal fund poured in from RNA branches throughout the country. Some, like Shipmates Tug Wilson (Swindon) and Des Johnson (Newbury) decided to raise money the hard way – Tug canoeing from Swindon to Reading and Des carrying his branch standard twice around Newbury racecourse.

Wells (Somerset)

The branch's 21st anniversary was marked by the dedication of a new standard and the laying up of the old at St Cuthbert's Church. The new standard was the gift of the Mayor, Dr M. Gilks in memory of his late wife, a former member of the WRNS.

The service was conducted by the branch chaplain, Prebendary K. Davis, and by the Rev. D. Taylor. It was well attended by shipmates of No.4 Area and other ex-Service organisations. The parade was led by the band of the Sea Cadet unit TS Weston, with cadets from TS Dulverton providing the standard escorts.

The salute was taken by Surgeon Cdr I. Roberts RN (retd), accompanied by the Mayor and the president of No.4 Area, Shipmate H. C. Jeffries.

The following evening an anniversary dinner was held at which the guests of honour were Shipmate R. Tremlett, life vice president of No.4 Area, and Mrs Tremlett.

Harwich & District

When the branch failed to field a runner in the London Marathon, chief Steve Woods volunteered to be sponsored by No.5 Area branches and the townspeople. He completed the course in 5hrs 50min and raised £1,250 for King George's Fund for Sailors. The cheque was presented by branch president, Shipmate Jim Gorham.

Wigston & District

Thirty-three shipmates visited Babbacombe and called on Dartmouth branch where they were treated to a tour of Britannia Royal Naval College. During an earlier visit by the branch to Malta,

Branch News



● Shipmate Paul Wilson – broke his spine in a fall during a mast-manning display.

Shipmate D. J. Baker encountered Sammy Sammat, his old Maltese shipmate from HMS Layburn, who put on a barbecue for his old friend and his chums.

Sammy plans to attend the Boom Defence Vessels reunion in Scarborough on September 19-21.

The visitors were also pleased to meet George Camilleri, a survivor of HMS Barham.

Hanworth

A donation of £3,000 from the RM Association has provided new chairs and tables as part of the continuing refurbishment of the branch clubhouse.

The annual dinner dance was attended by 126, including the guest of honour, Capt Tim E. Lewis RAN, Naval Adviser to the Australian High Commission.

Over 200 shipmates attended the annual remembrance service, conducted by the Rev John Falconer RN, in the clubhouse grounds. Music was provided by the Salvation Army and the Lesson was read by the branch president, Capt P. Hames RN (retd).

Falmouth

At the invitation of the Commodore HMS Raleigh, Commodore Hugh Rickard, 20 shipmates with the branch standard took part in a passing out parade there. The salute was taken by branch president, Vice Admiral Sir James Jungius.

After the ceremony shipmates were given a tour of the establishment.

The branch meets on the fourth Wednesday of each month at the TA Centre, Falmouth.

West Bromwich

The club's 25th anniversary was celebrated in style with a buffet supper provided by the ladies for 150 shipmates and guests. Guest of honour was Capt N. L. A. Jewel RN (retd), former Commanding Officer of HM submarine Seraph, who opened the club in 1972.

Newport

Shipmate Kevin Close is cycling unsupported from John O' Groats to Land's End on August 15-29 in aid of the RNLI and Macmillan Nurses. To contribute, or cheer him on, contact the branch secretary on 01952 814724.



PICTURE PUZZLE

WINNER of the Navy News Picture Puzzle competition in our June issue is Mr. P. Hancock of Birkenhead.

He correctly named RFA Reliant, converted in 1983 from the container ship Astronomer. Built in Poland, she served as a helicopter support ship.

Mr Hancock's reply was chosen at random, and he receives our cash prize of £25. We offer a further prize for a correct solution to this month's puzzle. Name the

type of aircraft in the picture and in what way was it a 'first' in Fleet Air Arm service.

Complete the coupon and send it to Mystery Picture, Navy News, HMS Nelson, Portsmouth PO1 3HH.

Coupons giving correct answers will go into a prize draw to establish a single winner. Closing date for entries is September 15.

More than one entry can be submitted, but photocopies cannot be accepted. Do not include anything else in your envelope: no correspondence can be entered into and no entry returned.

The winner will be announced in our October edition. The competition is not open to Navy News employees or their families.

MYSTERY PICTURE 30

Name

Address

My answer

Bomb alerts fail to stop big T-off at Rayleigh

TRAFFIC chaos caused by bomb alerts failed to stop 120 golfers arriving on time to play in a charity golf tournament hosted by Rayleigh branch.

The attendance was all the more remarkable considering participants had travelled from all parts of the Home Counties and London.

Among those taking part, in aid of King George's Fund for Sailors, were teams and individuals from the Royal Navy, Army, RAF, US Air Force, the Police, the Royal Hospital School Holbrook, HMS Belfast, The Royal British Legion and the RNA – represented by Watford, Tunbridge Wells and Greenwich branches.

Army triumph

Sir Teddy Taylor, MP for Southend East, opened the event at which £535 was raised. The tournament ended with a celebration at the 19th hole, followed by a musical display and Sunset ceremony by the 1st Southend-on-Sea Girls Brigade.

The inter-Services prize was taken by the Royal Engineers. The Police Trophy was won by the USAF MPs, and two trophies went to Rayleigh, competing against Navy teams from Portsmouth and HMS Warrior.

The RNA inter-branch trophy was won by Shipmate Bob Hill with the highest stableford score.

In Brief

MEMBERS of Redruth & Camborne branch look forward to an outing to Dartmouth on September 6, going by boat to Totnes and ending the day with shipmates at Liskeard.

A RETURN visit to Waterloo by the Pearly Kings and Queens raised £350 in aid of the Special Olympics, held in Portsmouth in July. Shipmate D. Whittaker, vice chairman for eight years, has stood down and handed over to Shipmate H. Kemp.

IT WILL be 'Up Spirits' when Portsmouth celebrates its Diamond Jubilee on August 22.

Scharnhorst foes are now the best of friends ...

A VETERAN of the sinking of the Scharnhorst has with others involved in the Battle of North Cape formed friendly links with survivors of the German battlecruiser.

Each year, Shipmate Thomas Bethell, vice chairman of Sidcup branch, and others who were in the action, are guests of their former enemies for a six-day reunion in Germany. Sightseeing trips, dinners and a ball are held in their honour, including a reception by the Mayor of the host town – which this year was Bad-Harzberg.

Only 36 men survived the sinking out of a ship's company of about 2,000, and the reunion – organised by the Bordkamerad, the German equivalent of the RNA – involves a service of remembrance and wreath-laying.

Shipmate Bethell, who is also a member of the North Russia Club, was in the destroyer HMS Savage during the battle.

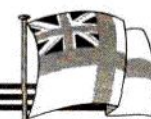


Tribute to Falklands dead

WITH RNA standards on parade, Portsmouth Naval Base Commander, Commodore Iain Henderson, pays tribute to the Naval dead of the Falklands War at the memorial in Old Portsmouth after a parade in the city.

The event in June marked the 15th anniversary of the end of the war. Commodore Henderson, who saw action in HMS Plymouth during the conflict, was joined at the memorial by Gary Cook, a Youth Member of the Royal British Legion's Fratton branch.

Picture: LA(PHOT) Richard Thompson, FOSF



Submarine hero's medals go on display

THE DISTINGUISHED Service Medal and Bar awarded to wartime submariner Shipmate Len Roberts are on display at the Royal Navy Submarine Museum after being presented by Mr Roberts's three sons.

The death of Shipmate Roberts, vice president of Frome branch, was reported by *Navy News* in our April edition. His DSMs were awarded for gallantry during war patrols in HM submarine Saracen and his activities as a POW.

A framed tribute to Len, including a print of a rare picture of Saracen, now occupies a place of honour in the RNA's Navy Room at the British Legion headquarters in Frome.

The citation for his first DSM, awarded in April 1943, recorded "his outstanding cool-

ness, skill and devotion to duty" which resulted in Saracen sinking the German submarine U-335 off Norway in April 1942.

Saracen went on to further successes in the Mediterranean, but on August 14, 1943 was herself sunk by an Italian corvette off Bastia. Len was among the survivors and was taken prisoner by the Italians. He won his second DSM for staying to care for injured POWs when their train was wrecked by Allied aircraft.

The RNA tribute to Len stands near another submarine memorial - to HMS Thunderbolt (formerly Thetis) which was sunk almost on the day she was adopted by the town of Frome.

The photograph of Saracen was supplied by the RN Submarine Museum, who are keen to obtain other wartime photographs, especially any of HM submarines Tarpon, Undaunted and Union.



● A rare picture of HMS Saracen wearing a Jolly Roger and returning to Algiers in 1943. It forms part of an RNA tribute to ex-PO Len Roberts.

Conference Report

by Shipmate Joan Kelly

We need fresh ideas and new blood

- President

IF THE RNA is to stay alive it needs new blood and new ideas, the Association's President, Vice Admiral Sir Roy Newman, told delegates at the annual Conference in Belfast.

"An RNA branch, however small, is the life-blood of the Association," he said. "But few new ideas filter upwards - few members attend Area meetings."

"Of the Association's 500 branches only 128 are represented here today. We must rectify this. Better communication is needed."

Admiral Newman said he was concerned over difficulties in recruiting more serving personnel: "We appear to have an image problem. Most of the young regard the Association as a club for old

men. We must inform them otherwise, welcome them aboard and improve this image."

"To stay alive we need new blood, new ideas and new enthusiasms."

He said he did not assume he knew all the answers, but he suggested that if those holding office at the grass roots handed over the job after three or four years, if practical, it might encourage those new ideas and enthusiasms.

He also suggested that stronger links with other associations, such as the Sea Cadet Corps, might help.

"What we should be asking ourselves today," he said, "is what sort of Association do we want our successors to inherit."

This year the First Sea Lord, Admiral Sir Jock Slater, addressed the Conference, saying that Naval forces were being stretched to the limit to play a greater worldwide role in preserving peace.

He said that while super-power rivalry was over, paradoxically there was less peace around the globe. To provide a strong maritime capability for the 21st century, the Navy had to change gear - not down, but up.



● RNA President, Vice Admiral Sir Roy Newman - "We appear to have an image problem".

He said Trident was now operational, three submarines of the new Astute class had been ordered, updated Harriers had entered service and Merlin helicopters were soon to do so.

At present 80 ships of the Fleet were at sea, over half of them outside UK waters.

Twenty vessels, led by the carrier HMS Illustrious, were taking part in the global deployment Ocean Wave 97. During this year they had taken part in testing exercises with international forces and had shown the flag in 34 countries.

First woman elected to National Council dies

SHIPMATE Kay Warrington, the first woman to be elected to the RNA's National Council, died days before Conference, on June 10.

Kay, a member of Brighton & Hove branch, joined the RNA 51 years ago and served with distinction at branch and Area levels before she was elected to the National Council.

She was made a life Vice President of the Association in 1987 and in 1991 was awarded the British Empire Medal.

Fifteen standards formed the guard of honour at her funeral, attended by Association Vice Chairman David White, Assistant General Secretary Tony Sattin, and No.3 Area National Council member Tony Cooke.

Bid for wider membership is defeated

A PROPOSAL that the RNA's Royal Charter be amended to allow a special category of membership for non Royal Naval personnel has been overwhelmingly rejected by Conference.

The motion was proposed by Enfield branch and seconded by Gloucester. It was aimed at opening up full membership to serving and former personnel of the Merchant Navy, Royal Fleet Auxiliary and Royal National Lifeboat Institution.

Those in support argued that the special category would enrich and extend the life of the RNA, but the majority opposed it on the grounds that it would alter the Association's identity and dilute its aims and purpose.

Four proposals succeeded without card votes. They included a Greenford motion that the winner and runner-up in the National Standard Bearers Competition be awarded trophies.

An amended motion by Braintree that the national Vice Chairman be responsible for reporting to Conference on club matters was also carried, as was one by Chelmsford that no published motion be proposed at Conference unless the seconding delegate was identified.

Chelmsford also successfully proposed that Conference time-table be adhered to as much as possible, ensuring no repeat of last year's event which was cut short so that delegates could view the Euro 96 England v Spain football match.

It's Southport in 1999...

SOUTHPORT has been chosen as the last venue this century for the annual Conference. The only card vote at this year's Conference decided on a count of 69 to 59 that the Lancashire resort was preferred to Clacton-on-Sea in Essex.

Salford had proposed Southport (seconded by Deeside) while Clacton branch proposed their resort town (seconders: Chelmsford).

Belfast has a 'deep affection' for Navy

THE DESIRE for peace in Northern Ireland was never greater, the 128 delegates at the Royal Naval Association annual Conference were told when they were welcomed to Belfast by the city's Lord Mayor.

Cllr Alban Maginness spoke about Belfast's deep affection for the Navy, the Service's wartime contribution to the Province, and the network of friendship established by the RNA.

He said the desire for peace in Ulster was symbolised by the Conference venue - the £32 million Waterfront Hall which dominated the city's derelict dockland and which was backed by both Unionist and Nationalist politicians.

Vice Admiral Sir Roy Newman - at his first Conference as Association President - welcomed the Lord Mayor and the First Sea

Lord, Admiral Sir Jock Slater. Both were presented with decanters of rum and other gifts on behalf of the RNA and the Conference hosts, No.12 (Irish) Area.

Upbeat mood

Despite persistent rain, spirits were not dampened, and the mood was upbeat. Throughout the weekend of June 21-22 delegates experienced the warmth of Northern Ireland's hospitality, including outings, a concert at Waterfront Hall, and a social evening at Belfast branch's headquarters.

On the Sunday an impressive show of standards, led by shipmate Tony Avery carrying the national standard, accompanied the parade to St Anne's Cathedral for a service of remembrance and the laying up of the old national standard. And to everyone's relief the rain held off.

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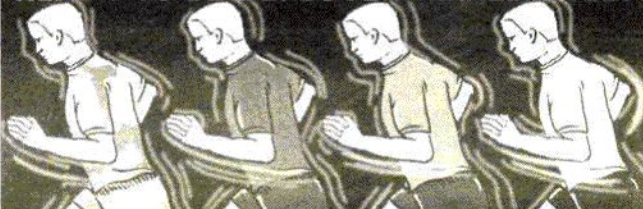
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SECOND SEA LORD DOES A DOUBLE TAKE ON MANNING

Core elements of 'cradle-to-grave responsibility'

First problem – now seen as the problem – to confront Admiral Sir Michael Boyce when he put on the double hat of Second Sea Lord and C-in-C Naval Home Command two years ago was recruitment. There wasn't any...

To achieve the massive downsizing of the serving strength from 65,000 to 45,000 there came the redundancy programme with all its attendant woes. Meanwhile recruiting was "switched off" – and that, he says, was a big mistake.

"The decision that was made three or four years ago did us a disservice, both in terms of the fact that we undershot coming down from 65,000 to 45,000 – and secondly, in turning off recruiting the message the country receives is that the Navy is a dying organisation. To kick-start the whole process again is quite a job..."

Since it was restarted, some 18 months ago, the Navy had been chasing a target which increased almost on a monthly basis. It was easily meeting the numbers it first predicted it would need – but was failing to meet those that had grown up on the way.

Compounding the difficulty was a marked lack of people with naval background in government, industry, schools – in all sections of the public – that had started to show up as a serious gap in the late 1980s.

"It's not that people don't like the Navy – we've just done a survey to find out what people think of us, and 95 per cent like the Navy very much indeed, think very highly of it as an institution, its long history and so on. But they don't know very much about what it actually does today."

"There are two or three ways in which we must try and improve that situation. We've got to improve the way we actually present our image and take every opportunity we can to show what the Navy is doing, by achieving more port visits to places where the Navy doesn't otherwise exist."

"Of course we have decreased our 'footprint' with the closures at Rosyth, Portland and so on, so we now only have three places – Portsmouth, Plymouth and Faslane – existing as major Naval centres in the country. Whereas ten or 15 years ago we had many more where the Navy could be seen."

"The other way is to try and get ourselves more on television. The camera has a much better shot at the Army – the advert showing soldiers holding back a crowd of people in Africa somewhere, for instance, who are trying to get back into a village full of booby traps."

"A ship which is doing a cracking job in the Adriatic and just looks as if she is cruising up and down doesn't have quite the same appeal. The job we do isn't always so easily photogenic – even in the case of HMS Liverpool's role in the traumatic events on the island of Montserrat."

"As fewer and fewer people join the Navy, so fewer people will have



"Everybody who joins the Navy will have an opportunity to see a fair chunk of the world."
– Admiral Sir Michael Boyce talks to Sarah-Jane Robinson.

Picture: LA(Phot) Steve Lewis

relations who were in the Navy. But we have got about 20,000 young people in naval uniform in the country – in the Sea Cadets and the Combined Cadet Forces – which we certainly want to encourage. And our University RN Units, where young undergraduates can join as honorary midshipmen, are being enormously helpful in educating their fellows.

"We don't expect them all to join the Navy. The purpose of these units is to give the future opinion formers – the MPs, the doctors, lawyers, schoolteachers and so on – a couple of years' exposure to the RN and hopefully gain a favourable opinion of it."

"Certainly, all the URNU personnel I have met seem to have a marvellous time in the Navy – they will carry that forward all their lives and they will have an appreciation of the Navy that will be helpful to us in the future."

The Bett review of conditions of service may be fundamental in forming attitudes to life in a blue suit in the next century. So far there is little indication of how the programme has been received – mainly because it is still a long way from implementation?

"I think you've put your finger on it there. At the moment people are very cautious about expressing a view until they actually see – particularly on the allowances package which is what most people will focus on – what the pounds and pence are."

"I believe it is a fair package that will be welcomed in its totality when people actually see what it really means within their pay packets and realise they are not going to dip out."

"In the wider aspects of pay and rank there are improvements which will help the Navy in the future – because this is a package that will take us well into the next century. Some of these things will take time to materialise – for example, incremental pay for ratings has been much sought after for many years and it will still be some time before it actually comes in."

The latest review, the new Government's Strategic Defence Review, was still in its very early stages. It was starting with a look at our overseas interests and commitments in the future. From that, decisions would be taken on how all three Services should be structured, equipped and deployed to meet them. All the Navy's commitments would be reviewed as part of that process.

Meanwhile the Navy had just conducted some of its biggest deployments and exercises in the Far East for many years.

"On current plans we still intend to have deployments to the Middle East and then by extension to the Far East. We are a member of the Five Power Defence Arrangements which require us to periodically conduct exercises with our FPDÁ partners."

"But again, we shall have to see what the Government wishes to do with regard to its interests in far flung places. The Far East is a burgeoning area – militarily, economically and in every other sense. I am quite certain the Government is going to be very interested in what goes on there – and how it wants the defence organisation to contribute to the developing world is part of the new Defence Review currently being deliberated."

Whatever direction the Government decides upon, it will do so in the context of reliance on one of the most modern Fleets the UK has enjoyed since the early 1920s – but one that has a very much smaller manpower pool to sustain it. There are worries that 'lean manning' has left too little slack in filling gaps that might be caused by injury or other requirements such as damage control.

I am still absolutely convinced that this is the right way for the Navy to go – especially with the Type 23 frigate. We need to be as efficient as possible with our people and run ships that are not profligate in manpower, which is a very expensive thing. "But the trouble with lean manning is it's a bit like having a Porsche engine as opposed to a basic four cylinder job. The cheap-

er one can afford to have fairly poor tappet, fairly poor ignition – and still trundle along. Whereas with a Porsche engine anything that is slightly out of tune will give you a real problem with performance."

"The Type 23 is a bit like that, so we are vulnerable if somebody goes sick or is gapped, because it is a finely tuned machine and the exact number of people to run the ship has been calculated."

"And if you don't have that number then your efficiency drops somewhat more quickly than it does in something which is more lax, if you like, in its manning principle."

So at the moment, when we have a very serious gapping problem in the Navy and therefore the inability to send people back into ships when anybody drops out for any reason, it does mean that the 23s in particular are finding the situation even more hard to bear.

"I think we have gone as far as we want to with lean manning there. You could design a ship of this size with only 50 people on board as opposed to 170-80. I don't believe that is a sensible way to be going – you've still got to have people to do the damage control, ordinary husbandry-type maintenance of the ship, firefighting and to keep the ship running as a warship."

"People are now starting to wonder whether it is necessarily cheaper to have automation to such a high degree. Adding 10ft to the ship to accommodate a few more bunks may be cheaper than going to that extra degree of automation which will allow you to dispose of those extra people."

Accommodation has been a particular concern for Admiral Boyce – and for the base commanders Navy News has interviewed over the period of his office in our series of special supplements.

"There have been a lot of improvements – but they haven't come as fast as I would wish. Sadly, when we are being screwed down in financial terms, very often it is the works programme that is raided first and more easily than some

Next month Admiral Sir Michael Boyce ends his stint as Second Sea Lord and C-in-C Naval Home Command – a period that has seen the publication of a far-reaching programme of change in pay and conditions of service. He talked to Navy News Editor Jim Allaway on the way ahead for the new, lean-manned Navy – and to would-be journalist Sarah-Jane Robinson (15) as she put in a fortnight's work experience with the newspaper of the Royal Navy.

Sarah, a student at Horndean Community School, is a prime example of Admiral Boyce's cradle-to-grave credo – her parents met through our Penfriends column.

She prepared and set into this page the interview below:

Sir, can I ask you what skills and opportunities does the Royal Navy offer new recruits? Are they of equal value in civilian life?

I think the first thing the Navy offers is the taking up of young people and giving them a sense of worth, concentrating in them values of high standards, discipline and organisation and creating personalities who have something to contribute to society.

The way I can better describe that is if you were to go down to a passing out parade at HMS Raleigh, which is the New Entry establishment, and see the tears of pride in mum's eyes when she sees how the 17-year-old who was so awkward at home has turned out after just eight weeks with us.

That training continues on throughout the Navy and gives people the self-respect and sense of discipline and loyalty which is highly sought after by the rest of the people in the country. Which is why when they leave the Navy they don't have an awful lot of difficulty in finding a job.

We are trying to make sure that everybody in the Navy gets their training recognised by some sort of civilian qualification. We are still not as far ahead on that as I would like to be – but we are developing out ideas the whole time. The plan is to provide a portfolio of qualifications. NVQs are a target in particular, but many people are now getting diplomas in their specialist skills – and in many cases they even get degrees.

Our intention is that no-one should leave the Navy without some sort of academic qualification – which is not just a naval qualification but a civilian qualification as well.

Are equal opportunities really being given to both sexes?

Women don't join the Royal Marines – apart from the Band Service – and they don't currently go to submarines either. Otherwise they won't be excluded from anything and they are paid the same for the job they do.

This is something I feel strongly about – and I've just issued to every single person in the Navy a leaflet driving home the point. I am insistent on not having anybody discriminating against anyone because of their sex – or because of their colour or their creed either.

There was a saying "Join the Navy and see the world". Does this still apply today?

Well, if you spoke to the few thousand people who are currently in the South China Sea for Ocean Wave 97, I am sure that is just what they would say! I think "Yes" is the answer. If I were to show you a map of the world showing where our ships are at the moment you would see a bit of a 'measles chart'. You would see ships on the west coast and east coast of the U.S.A. in the Middle East, the Mediterranean, the Far East and the South Atlantic.

We regularly have ships 365 days of the year in just about every ocean of the world. And currently that is what we are planning to see in the future as well. But we have a defence review at the moment and the Government might decide that they don't want to have so many international commitments. We'll have to wait and see. But certainly at the moment I believe that everybody who joins the Navy will have an opportunity to see a fair chunk of the world – unless they are particularly unlucky!

There have been reports of bullying in the press lately. How does the Navy deal with this?

I won't tolerate bullying at all – and where there are instances of bullying we will take the culprits aside and punish them severely. The press makes strong headlines when the Navy steps out of line. I think we deserve to be taken to task when that happens – because we are an institution the country holds in very high esteem and if we let down that esteem I can see why the press takes a dim view of that.

How much influence do you think the Navy has in today's world?

The Royal Navy is admired as being the best navy in the world wherever we go. Our ships when they visit foreign ports do a brilliant job in representing the country – whether they are doing a particular job, as with HMS Liverpool in Montserrat, or just by showing the flag and representing in a diplomatic way what the country has to offer.

of the others.

"We owe it to our people to have accommodation which is 21st century accommodation and not 18th century. I would certainly like to see a huge improvement in some of the blocks in some of the establishments."

Finally, long-term comforts were just as important. "I very much see my job as a cradle-to-grave type of responsibility. So I'm interested in engendering first in very young people – like about 12 years old – an interest in the Navy; in capturing their interest by having them join the Cadets; and then of course in recruiting them; then seeing them through their careers with good career management and providing them

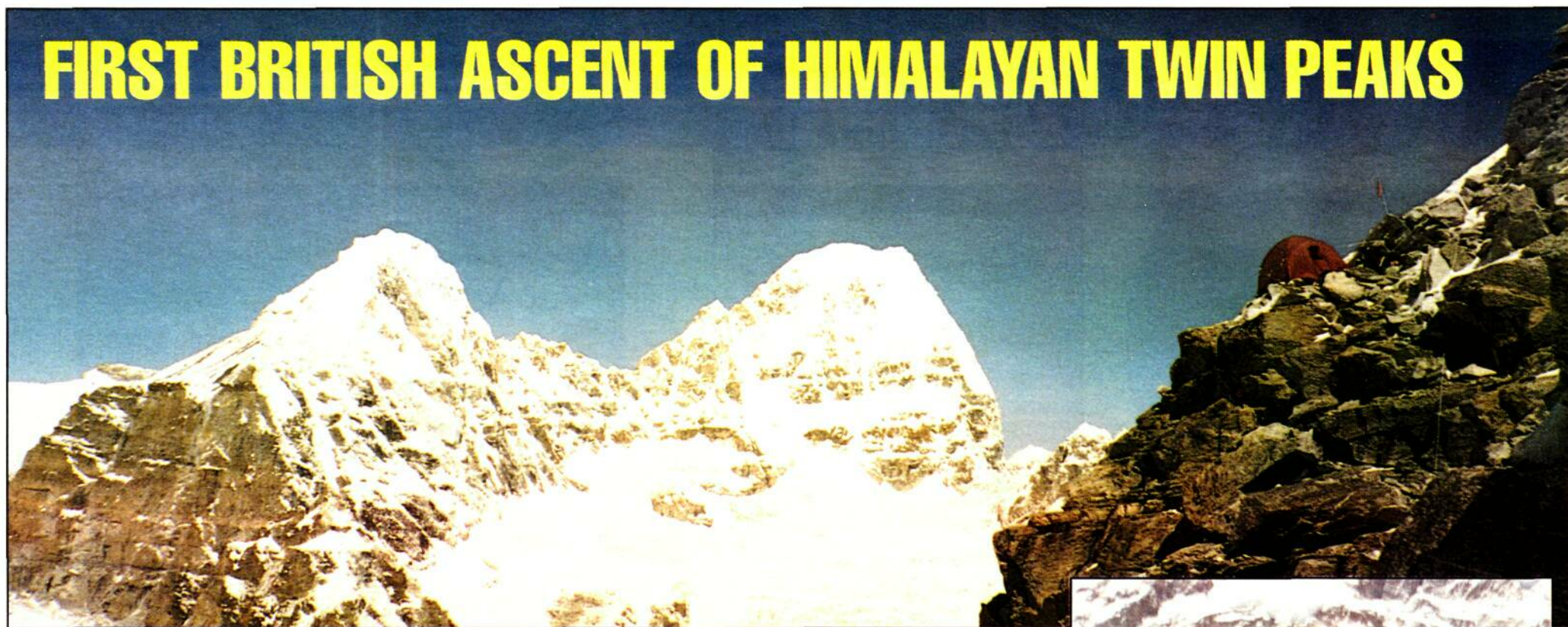
with "portable qualifications" they can use to enter their second careers.

"And then in having an organisation at the end of the day which will see they are properly looked after in terms of pensions – and also given the sort of training to allow them to find jobs."

"We've just recently relaxed the rules about pre-release training so instead of working right up to the wire in the Navy job they are doing, they can have a bit more time to do that."

□ Admiral Boyce is succeeded by Admiral Sir John Brigstocke as Second Sea Lord/C-in-C Naval Home Command next month and moves on to become C-in-C Fleet.

FIRST BRITISH ASCENT OF HIMALAYAN TWIN PEAKS



In the winds and snows of Gimmigela . . .

Blown off a ledge, he was held 5,000ft above the glacier



● Lt Paul Hart with the news of his next appointment – one he narrowly avoided missing as 90 mph winds swept him off a knife edged ridge high in the Himalayas.

You can run, but you can't hide . . .

When Lt Paul Hart received his letter of appointment to his next job he was 21,000 ft up the side of a mountain in the furthest reaches of NE Nepal.

It told him to keep a date with the Commando Training Centre, Royal Marines at Lympstone immediately on his return to the UK.

Buffeted by winds of up to 90mph, he came perilously close to missing it . . .

As reported last month, Royal Marines Sgt Nigel Lane and Cpl Neil Peacock became the first Britons to conquer the 24,000 ft Himalayan peak Gimmigela (The Twins). It has only been scaled

twice before, by Japanese parties, and the British pair reached the summit by the previously unclimbed South-West Ridge.

They were all members of a 14 strong tri-service expedition which had been first mooted back in 1994. The Royal Navy Royal Marines Mountaineering Club were looking for a remote mountain of less than 8,000 m – to avoid the need for oxygen – and the little-known Gimmigela seemed a worthy objective.

The team would be selected from a mixture of experienced Himalayan or alpine climbers and younger climbers aspiring to the greater ranges but with proven technical ability.

It took them 14 days' march to reach Base Camp at Pangpema from the nearest road head. Team

leader Maj Pat Parsons told *Navy News* they used no less than 196 porters to carry two and a half tonnes of equipment.

"The trek was taken deliberately slowly in the latter stages to ensure complete acclimatisation – even so, when we staggered into Base Camp, some 16,800 ft above sea level, there were one or two thick heads amongst us, and not from drinking the local 'tomba'.

"We found ourselves in a Tibetan summer yak pasture in the shadow of Kanchenjunga, the third highest mountain in the world. When we arrived the temperature was -20C, but at least there was no snow. That arrived the next day and didn't stop for 24 hours!"

As their proposed route was six km away along the Kanchenjunga glacier and had never been

attempted before, it took some time to identify the best and safest line of ascent.

"The climbing was technically difficult but it was also on very loose rock and unconsolidated snow – and most afternoons we had heavy snow storms which further hampered progress."

The team was split into two groups which took turns in lead climbing and carrying loads in support. The lead climbers would pioneer the route and fix ropes. After a few days, when they were exhausted, they were replaced by the other group. As the route progressed and lines of communication increased, it became increasingly difficult to support the lead climbers.

"No high altitude porters were employed, the rationale being that carrying our own loads would assist with acclimatisation and be good fitness training!

"Perhaps the crux pitch, which proved to be the key to the route, was climbed by Capt Rob Magowan. This was up a section of vertical ice known as the 'Ice Monster' just below Camp 2 at 21,000 ft. There were, however, other equally hard pitches lower down.

Above Camp 2 the angle eased and the route followed the knife-edged SW ridge of the mountain. As we gained height, however, it became increasingly cold and windy and the weather deteriorated.

"At one point Lt Hart was blown off the ridge some 5,000 ft above the Kanchenjunga glacier. Luckily, he was held by his climbing partner, Mne Marty Hallett . . .

After five weeks on the ridge the summit was finally gained in winds gusting up to 90mph. Conditions did not allow Lane and Peacock long to admire the view.

"We did manage to hook them up by satellite with the expedition patron, the First Sea Lord Admiral Sir Jock Slater, though. 'Pea'

thought we were pulling his leg and almost cut short his military career by saying something he might have regretted . . ."

The second team to reach the summit did so two days later in much better weather conditions. This comprised Flt Lt Ted Atkins, Capt Rob Magowan, Lt Tug Wilson and Cpl Larry Foden.

The line of the climb was up the SW ridge, in most part a knife edge. The route was just over 3km long and about 6,880 vertical height gain from the glacier to the summit. In all, over 5,000 ft of fixed rope was used – and the team got it all back on completion.

Oxygen was taken – but only for medicinal purposes.

"Thankfully, none was used. The exped doctor, Surg Lt Andy

Gibson, had a relatively incident-free trip with only a few cases of altitude sickness and mild frostbite to treat amongst the climbers and one serious burn case with one of our sherpas."

One of the expedition's objectives was to conduct medical research into how exposure to altitude affected memory loss. Major Parsons has clear recall of "an outstanding trip and a great adventure" though.

"At the end of it Lt Andy Mills led an independent trek with some wives and girlfriends of expedition members to our base camp. We walked out from there together to Suketar – an eight day trek – from where we flew to Kathmandu for some very serious celebrating."



● Base camp at Gimmigela – the tri-Service team show the flag in deepest Nepal.

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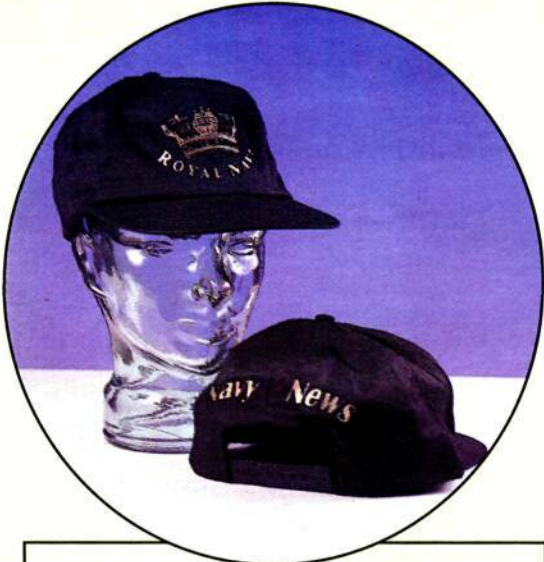
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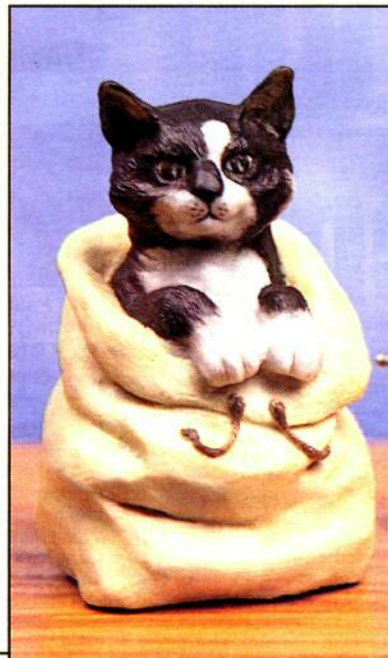
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Over to You

SS Khedive Ismael: Mr C. Jones's father-in-law, Mr Williams, was in the Army, and in February 1944 was on the troopship SS Khedive Ismael out of Mombassa to Colombo and Burma. The ship was torpedoed with the loss of more than 1,000 lives - Mr Williams was one of the survivors. Escorting destroyer HMS Petard picked him up, and with HMS Paladin attacked and sank the submarine. Mr Jones is compiling a file of events for Mr Williams, and would like any details of the sinking, the ships involved, or ships that returned survivors home. Contact him at 87, Acton Park Way, Acton, Wrexham, Clwyd LL12 7LF, tel 01978 363995.

Also interested in the SS Khedive Ismael is Mrs J. Quinn, whose brother was one of the victims. She would like information, or to get in touch with any survivors. Contact Mrs Quinn at 30, Charnwood Rd, Huyton, Liverpool L36 2NU, tel 0151 289 2681.

MSMB 41354 is being restored by the Chatham Historic Dockyard Volunteer Service, and they would like photos and history of the vessel. Contact Derek Jarvis on 01634 854263. Assistance from local ex-shipwrights would also be appreciated.

Alf Strudwick: Does anyone know of Alf Strudwick, an AB Gunner in HMS Hereward when the ship was sunk off Crete on May 29 1941? Or does anyone have any pictures of the ship or ship's company, for the peace of mind of Alf's brother. Contact Alf's nephew S/M D Strudwick on 01293 771400.

AEM L.A. Hooker: Does any Service organisation or unit carry out a regular memorial service for AEM Hooker, whose war grave is in Osterbeek Cemetery near Arnhem? PO Barnby is visiting the grave during the Arnhem Marches in September, and was keen to lay a wreath. He would also like to organise the annual laying of a wreath on behalf of AEM Hooker by HMS Sultan on the main Cross of Remembrance - if anyone has any objections, write to PO Barnby at the WO and SRs' Mess, HMS Sultan, Military Rd, Gosport PO12 3BY.

Steyr-Puch Haflinger: Ron Gamage is restoring an Austrian-built Steyr-Puch Haflinger motor vehicle, as used on HMS Ark Royal in the 1960s for bomb-carrying. 848 NAS also used them as aircraft battery starters. He wants to paint it in RN colours, and is seeking photos to help with the colour scheme and to identify equipment carried. All photos will be copied and returned; contact Ron at Ladywell, Bishopsdale, Biddenden, Ashford, Kent TN27 8DR.

Leslie James Williams: Leslie's son

seeks any information on his father's RN career, which included HMS Ganges (1924-25), Ajax (1925), Royal Sovereign (1925-26), Cyclops (1926), Bruce (1926-29), Cleopatra (1929), Valiant (1930-32), Wild Swan (1933) and Cumberland (1933-34). Contact Mr Williams at 6, Sudmeadow Rd, Hempstead, Gloucester GL2 5HS.

Shiny Sheff 1937-1987: Alistair Lofthouse Design is preparing a book, Shiny Sheff - the Story of Sheffield's Fighting Ships, and would like any recollection, stories and photos of any of the three Sheffield-class "Old Shiny" to the current Type 22. Contact Alistair at 279, Sharrow Vale Rd, Sheffield S11 8ZF, tel 0114 268 6269.

Firth of Forth 1942: J. Lambert is seeking name, details and shipmates of ex-USN four-funnelled destroyer on Swordfish target-tow duties in the winter of 1942. Contact Mr Lambert at 9, Riby Rd, Felixstowe IP11 7QB, tel 01394 284668.

James Stewart: Does anyone have any recollections or photos of Yeoman of Signals James Stewart, who lived at Taverners Rd, Rainham when he served in HMS Pembroke? He joined HMS Ganges in 1947 aged 17, served in Korea in HMS Triumph, and served in HMS St Angelo in Malta. He dies in May 1958. His widow died in January, and his sons now wish to piece together a more complete picture of his life. If anyone can help, contact J.R. Stewart at 33, Pensax Rd, Mt Pleasant, NSW, Australia 2749.

If the cap fits: Roger Thornton inherited an officer's cap badge and band from an ex-RNVR lieutenant who served during the Second World War, but he is having difficulties matching it up with a service cap of the period - can anyone help? Contact Mr Thornton at 8, Elm Court, Doune, Perthshire FK16 6JG, tel 01324 550403.

HMS Submarine Venturer: Wolfgang Lauenstein is very interested in submarines of World War II, and would like to contact former crew members of HMS Venturer, whose commanding officer was Lt J.S. Launders. Write to Wolfgang at Gansweidestraße 6, 67065 Ludwigshafen/Rh., Germany.

Pilot rescued: On July 4, 1943, an American fighter pilot named Mike Beaudoin was shot down off Sicily, breaking his back as he parachuted from his plane. He clambered aboard his life raft, and was rescued late the next day by a "speeding torpedo boat". He wishes to contact his life-savers, and is appealing to anyone who can help identify the "two grinning Britishers" who grabbed him, or the boat - a high-speed patrol launch, air-sea rescue launch or MTB. Contact F.

Butcher, 10, Harbourside, Tewkesbury, Glos GL20 5DT, tel 01684 290338.

Lt Ian Kennedy, HMS Ark Royal: John "Sam" Cook was given a ship's decanter three years ago, engraved with the following: "Lt Ian Kennedy, Marine Engineer, July 1989-July 1991, HMS Ark Royal". Sam would like to reacquire Lt Kennedy with the decanter. Contact him at 14, Herbert Rd, Kirkby in Ashfield, Notts, NG17 9DD.

HMT William Stephen: Mrs Janet Fee would like to contact any ex-shipmates of her father, Seaman Edward Dye, of the Royal Naval patrol Service, Edward Dye was lost when the William Stephen was sunk by an E-boat off Cromer on October 25 1943. Four survivors were taken prisoners of war by the E-boat. Contact Mrs Fee at 25, Harvest Rd, Canvey Island, Essex SS8 9RD.

Denis Glover, man of action: Gordon Ogilvie is writing the biography of New Zealand poet and publisher Denis Glover, who had a distinguished war record with the RN. Anyone who knew him or served with him, or has letters, photos, anecdotes or writings concerning him, is asked to contact Gordon at 5, Centaurus Rd, Christchurch 2, New Zealand, fax (NZ) 03 3325 396.

Cdr Harry Riley (1919-1943): Ex c/sgt G. McAvoy RM is seeking information about his relative, who died in January 1943 while serving in HMS Gambia. Mr McAvoy also served in Gambia (1955-56) without knowing his relative had served and died on board the ship. Any information to Mr McAvoy at 5, Lychett Way, Upton, Poole, Dorset BH16 5LS.

Queen Elizabeth: John Hampton recalls in 1942 or 1943 seeing the Queen Elizabeth with very badly damaged bows looking very much like the French ship Normandy. It was rumoured she had collided with a cruiser. Can anyone enlighten him on the subject? Contact John at 879 Dorchester Rd, Upwey, Weymouth, Dorset DT3 5CJ.

Roy Dedicat: Roy's shipmates are sought by his widow Pam and sons at 7, Coniston Ave, West Auckland, nr Bishop Auckland, Co Durham DL14 9LL. Roy served in several ships and shore establishments, including Bacchante, Juno, Eastbourne, Diomedea, Caledonia and Lochinvar.

HMS Capetown May 1936-1938: TV researcher Ali Ray is trying to trace A.G.P. Evans, who joined the ship in May 1936 as Acting Leading Seaman. And does anyone remember Lt Garnett at the same time? Anyone on board at the time is asked to contact Ali on 01273 777678 or write to her at Seventh Art Productions, 11, Jew St, Brighton BN1 1UT.

muster of colours and standards, a short service of dedication and tribute, and music and dance. Details from J.G. Davies, 6, Mavor Court, Crewe CW1 3BL, tel 01270 257092.

SEPTEMBER

HMS Kenya Association is holding a dinner and reunion on September 5 and 6; all ex-Kenyans from 1940 to 1962 should contact W. Boardman, 35, Holmeigh Rd, Childwall, Liverpool L25 2SA, tel 0151 487 0093.

HMS Suffolk third reunion will be at the Royal Sailors Home Club, Portsmouth, from

Advice on entries in this page

NOTICES in the editorial columns of this page are free.

To help us and to avoid inaccuracy, contributors are asked clearly to print or type their message. Please keep entries as brief as possible and ensure that reunion notices reach us at least three months before the date of the event.

Due to pressure on space, Navy News cannot accept more than one entry for each reunion, and we regret that we cannot accept - in the *Calling Old Shipmates* columns - appeals for additional members by established Associations.

However, we will be happy to accept appeals for old shipmates to come forward with a view to starting or joining a new Association.

We will be happy to accept membership appeals by established Associations, and additional notices for particular reunions, as paid advertisements.

Calling Old Shipmates

Charlie Griffiths: Jack Matthews would like to make contact with Charlie, last known of in HMS Illustrious in Alexandria Harbour, February 1941. Jack, ex-HMS York, is at 38, Dwyer Rd, Oaklands Park, South Australia 5046, tel 08 8298 8869, E-mail Matthews@senet.com.au.

HMS Brighton 1977-81: Ex-Brightons are asked to contact Steve "Tiny" Wiseman, 4, Norwood Grove, Heaton, Bolton BL1 4BN, with a view to a reunion.

Ian "Scouse" Ayre and Tony Bryce: Ex-LRO(T) Dave Brown (Danae, NP1242, Avenger, Tamar) would like to hear from ex-LRO(T)s Ian "Scouse" Ayre and Tony Bryce, both thought to have left the RN in 1989. Contact him on 0121 323 4180.

Ted Collier is searching for old shipmates who joined the RN on January 27, 1947, at HMS St George, Gosport, including Jim Webb, Mick Wolfe, Les Charlton, Reg Durran, Bill Wright, Ted Friend, Ian Wilson, Fredrick Clarke, Eric Latham, Brian Haslum, Fred Morris, Malcolm Roberts and Ray Fagg. Contact Ted at 8, Aston Lane, Remenham Hill, Henley-on-Thames, Oxon RG9 3EL, tel 01491 574224.

HMS Cassandra Association is seeking new members, especially those shipmates who served in D10 between 1959 and 1966, with a view to attending a reunion next April. Contact Bob Shead, 9, St Albans Drive, Fulwood, Sheffield S10 4DL, tel 0114 230 7007.

Raid on St Nazaire: Ex-LMM F.C. Morris served aboard ML160 during the raid on St Nazaire on March 28, 1942, and has for years been trying to contact old shipmates, with no success. He would be delighted to hear from any of his former colleagues: the nominal list for ML160, in addition to LMM F. Morris, is as follows: Lt T. Boyd RNVR, S/Lt J. Tait RNVR, S/Lt J. Hall RANVR, PO L. Lamb (Coxswain), POMM C. Walker, Stoker PO A. Rice, L/S A. McIver, Tel S. Drew, AB C. Tolley, AB(SD) J. Glass, AB E. Edwards, AB R. Jones, Stoker J. Oliphant. Any information to Mr Morris's son-in-law W.P. Burton, 22, St Aldams Drive, Pucklechurch, Bristol BS17 3QQ.

HMS Ganges Collingwood Division 391 Class 1961-62, Signalmen, looking for Frank Chadwick, Brian Nish, Roger Dunt, Ian "Bungy" Williams, Steve "Taff" Ferguson, Charlie Herridge, Sid Foster and Ron Tracey. Seven found so far. Contact Dave Brighton, 01420 563944, or write to Datchets, 180 Medstead Rd, Beech, Hants GU34 4AJ.

Brian and Brenda Punnet: Ex-LT Brian "Mac" Punnet and his wife, ex-LWREN Brenda Ruskin, would love to hear from for-

mer shipmates. Brian served in HMS Ganges, Whitesand Bay, Mauritius, Mercury, Bigbury Bay and Newcastle from 1948-58, while Brenda served in HMS Mercury, and would like to hear from Dot and others who served with her. Contact them at Bribren Farm, Lockwood Rd, Kairanga, Palmerston North, New Zealand.

820 Sqn, HMS Albion 1958: Former aircraft fitter J.S. McPhillimley, of 43, Sarah Robinson House, Queen St, Portsmouth, Hants, is seeking anyone who remembers an incident on board when a helicopter was started up while he was still on top of it, forcing him to jump. He needs evidence in support of a pension claim.

HMS Loch Fada 1956 commission, Persian Gulf - anyone fancy a reunion? Seven have been in contact so far; any others should ring Bob "Bogey" Harris on 01703 391848.

HMS Inskip and RNWT Station Inskip: There is a wardroom association already in existence for this ex-naval shore wireless station, according to Phil Furse (ex CO). If you are an ex-commanding officer or engineer officer who was based at Inskip between 1958 and 1994 and are interested in joining, please contact Phil at 9, Holiam Crescent, Fareham, Hants PO14 3DT for further details.

HMS Faulkner Association: Ellis Clark, ex-HMS Faulkner, is requested to contact Joe, at his convenience. Your letter received.

HMS Ganges 116/17 Class, 9 Mess, Dec 1945-47: any old messmates still around and interested in a possible get-together? Ten already in touch. Contact Nobby Clarkson, 60, Springfields, Richard Avenue, Brightlingsea, Essex CO7 0LU.

HMS Yarmouth: All members of HMS Yarmouth during the Falklands campaign - interested in a reunion? If so, contact ex-CPO Green at 68, Stanshaw Road, Portsmouth, Hants PO2 8LS, or ring 01705 661175.

RM lead at Edinburgh

MORE THAN 250 Royal Marines are taking part in this year's Edinburgh Tattoo - the greatest Naval involvement for a decade.

The Royals will take a leading role, with one of the highlights being an action-packed display by a team of 60 commandos from Commachio Group, based in Arbroath.

At one point the team will launch an assault on the castle, and there will be a 12-man abseil.

There will also be a display of marching and drill to music by 48 newly-qualified recruits from King's Squad, and 130 members of the Royal Marines Bands will play, under the direction of the Senior Director of Music, Lt Col Richard Waterer.

The 47th tattoo, Scotland's biggest outdoor spectacle, runs from Friday August 1 to Saturday August 23.

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Reunions

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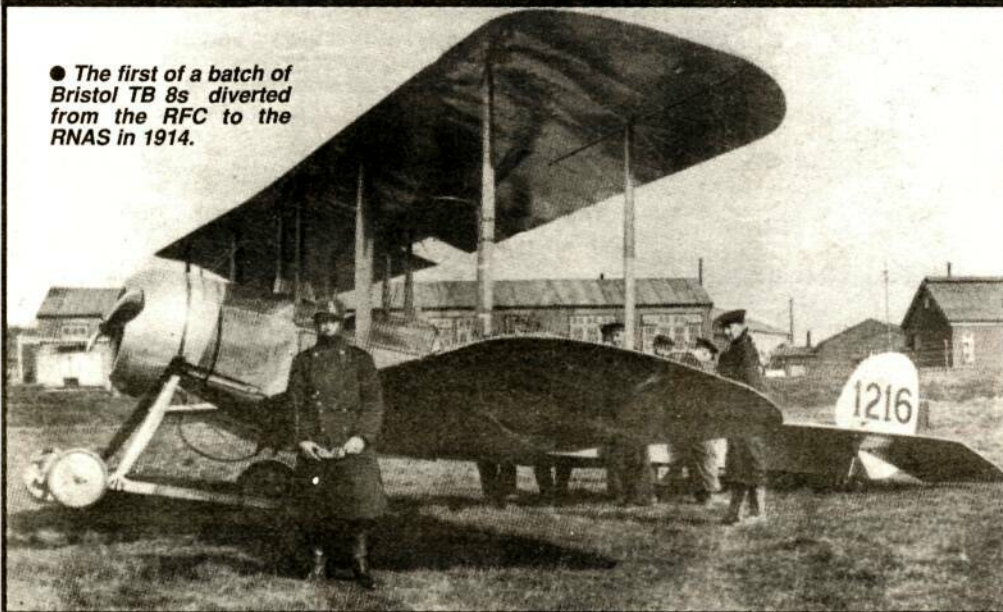
HMS Illustrious Association (Northern Branch): Annual buffet will be at the home of Bill Lees at 2, Ferry Rd, Irlam, Gtr Manchester M20 6OW on Saturday, August 16 at approx 4pm, cost £5 per head. Anyone wishing to attend should phone Dixie Dean on 01204 300162.

George Cross Island Association: The North East of England and Scotland, supported by the North West Branch, are to hold a service of thanksgiving and remembrance

on the 55th anniversary of the relief of Malta by the Pedestal convoy, at noon on Sunday August 17 at the garrison church of St Thomas the Martyr, Newcastle upon Tyne. All local ex-Service associations are invited to attend with standard bearers. Contact Fred Jewett at Highfield, 322 Hexham Rd, Heddon-on-the-Wall, Newcastle NE15 9QX, tel 0661 853197.

Combined Services Association reunion and dance will be held at the Crossville Club, Chester St, Crewe on August 29, starting at 6.45pm, including a grand

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Bristol TB 8 and Boxkite

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The Boxkite first appeared in 1910 and was one of the aircraft which equipped the RNAS from its creation in 1912. Six were ordered for the

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Boxkites weighed only 900lb, were powered by a 50hp Gnome engine, and had a top speed of 50mph.



● One of the RN Air Service's first aircraft, the Bristol Boxkite.

Pictures: FAA Museum



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PATSY, YOUNG, 45, seeks tall male penfriends 35-46 GSOH, single. **BOX Aug 3**

SINGLE DOCTOR 39 seeks female, age 29-39, midlands area. **BOX Aug 4**

TRICIA, 35, ginger/blonde, blue eyed - looking for male penfriends, 35-45. **BOX Aug 5**

ATTRACTIVE FEMALE - 31yrs GSOH, sporty, single, seeks officer/gentleman. **BOX Aug 6**

34 AND stuck at home with kids, need cheering up. **BOX Aug 7**

CLASSY BLONDE, 39yrs seeks Sailor/Marine/Officer for friendship relationship. **BOX Aug 8**

JANE, 30 - Interested in penpal, all letters answered. **BOX Aug 9**

KATHY, 30's - Attractive, petite, brunette, intelligent, GSOH, seeks penpals, ALA. **BOX Aug 10**

BLONDE HAIR, blue eyed, 16yrs, seeks male sailor for friendship. **BOX Aug 11**

EXCITING SWEDISH / American blonde seeks Royal Marines and Sailors for correspondence. **BOX Aug 12**

SUSAN, 32, bubbly, blonde, GSH, cinema, reading & enjoying nightlife. **BOX Aug 13**

TALL, BUSTY, brunette from Brighton, seeks single male pen-friends. **BOX Aug 14**

EMMA, EIGHTEEN, loves the gym, cocktails, music. Reliable penpal please. **BOX Aug 15**

ELLE, 27, Havant - seeks genuine, honest, single, fun penpal... you! **BOX Aug 16**

LADY, 45, regular Plymouth visitor, WLTm gentleman, share dinner - entertainment - outings. **BOX Aug 17**

23, BROWN HAIR, blue eyes, needs cheering up, seeks pen-friends. **BOX Aug 18**

LOVING - ATTRACTIVE widow (46) seeks officer 40-50yrs for friendship/relationship. **BOX Aug 19**

KATHY, 28, likes rugby, pubs, restaurants, seeks officer friend, no kids. **BOX Aug 20**

FEMALE, 24, seeks sailor/marine 25-35 for friendship (Somerset based). **BOX Aug 21**

22 YEAR OLD girl wants sensible and sensitive male, help! **BOX Aug 22**

HI, I'm 33, divorced, GSOH, love football, alcohol and socialising. **BOX Aug 23**

BUBBLY FEMALE, 22, seeks genuine male penfriends, 25+, GSOH essential. **BOX Aug 24**

ALISON, 33 - seeks marine field-gunner for friendship, relationship. Photo please. **BOX Aug 25**

BRUNETTE, 28, slim, single, seeks sailor for long newsy letters. **BOX Aug 26**

2 ATTRACTIVE, fun going women (18+19) seek men with G.S.O.H. **BOX Aug 27**

DAVID, 34, seeks WREN officer for friendship/relationship, cuddles & encouragement. **BOX Aug 28**

BECKY, 18, brunette, likes babysitting, going out, having a laugh. **BOX Aug 29**

PERSONAL

SINGLE FEMALE, 24, blonde (most of the time!) seeks friendly guy to write to and share laughs with. Love animals, music and going out. Looking for friendship; possibly more? **BOX 9636**

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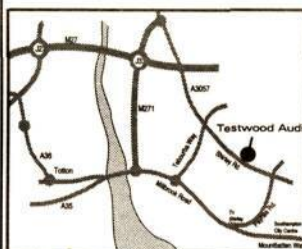
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Tel. 00 34 6-6490648

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4563. Mobile: 0410-900-591

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NoticeBoard

Officer promotions

PROVISIONAL annual selections for promotion are as follows:

WARFARE

To Captain (31.12.97) - I.K. Goddard, D.S.H. White OBE, M.B. Avery, S.C. Jermy, C.P.R. Montgomery, N.A.M. Butler, C.A. Johnstone-Burt, N. Morisetti.

To Captain (30.6.98) - A.A.S. Adair, S.C. Martin, S.R. Kirby, D.R. Larmour, A.J.B. Cameron, A.R.C. Bennett DSC, J.C.L. Wotton, D.W. Pond, R.G. Cooling, C.A. Snow.

To Commander (31.12.97) - V.A. Nail, M. Rimmer, R.J. Brooksbank, J.S. Robinson, K.A. Taylor, S.J. Neil, G.A. Mackay, T.F. Williams, P.R. Lloyd, N.J. Blazey, C.R. Amey, C.M. Pope, M.J. Hawthorne, P.D. Lemkes, S.J. Kenny, G.W. Pettitt, C.C.C. Johnstone.

To Commander (30.6.98) - R.E. Snook, G.A. Jardine, C.J. Lade, S.M. Steeds, A.W. Jackson (A/Cdr), N.R. Gaunt, M.W. Ewence, A.P.F. Cassar, K.F. Robertson, P.W. McDonnell, T.E. Reynolds, R.G. Ingram, M.C. Cree, C. Alcock, S.J.N. Kings MBE, S.J. Ancona, G.B. Sutton, P.M. Bennett, M.R. Darlington, H.R. Sanguinetti.

To Lieutenant Commander - D.J. Bewick (1.7.97), K.M.T. Houlberg (1.11.97), J.A.P.

White A/Lt Cdr (1.11.97), C.J.M. Gilmour (1.12.97), S. Dainton (1.3.98), R.A.A. Thomas (1.3.98), R.J. Anstey (1.5.98), P.J.L. Myres (1.7.98), I.E. Graham (1.8.98), T.H.G. Rogers (4.12.98).

ENGINEERING

To Captain (31.12.97) - J.R. Wills, J. Patrick, J.A. Green, N. Marks, I.P.G. Tibbitt (A/Capt), G.J. Thwaites, A.M. Hussain.

To Captain (30.6.98) - R. Madge, J.H. Hollidge, R.T. Love, M.E.L. Graves, M.B. Alabaster, S.J. Branch-Evans MBE.

To Commander (31.12.97) - J.H. Waterman, S. Greenwood, H.M. Wrightson, J.R. Penniston, H. Straughan, I.J. Peck, W.C. Johnson, J.M. Slawson, J.M. Newell, J.D. Sunderland, D.N. Pickthall, A.F.R. Carter, N.G. Oakley, K.A. Beckett.

To Commander (30.6.98) - K. Enticknap QGM, M.J. Sexton, D.K. Clark, R.G. McLennan, S.J. Russell, E.S. Main, A.J. MacDonald, S.A. Taylor, D.T.G. Quayle, S.J. Wiles, I. Shipperley, D.G. Ellford, T.J. Gully, I.G. Danbury, M.J. Toy.

To Lieutenant Commander - P. Coulson (1.12.97), W.P.L. Biggs (1.4.98), D.P.S. Ferris (1.4.98), G.F. Hill (1.1.98), I. MacGillivray (1.4.98), G.S. Davey (1.11.98), S. Hall (1.12.98).

SUPPLY

To Captain (31.12.97) - N.P. Wright LVO, J.K.C. Pearce.

To Captain (30.6.98) - J. Blackett.

To Commander (31.12.97) - C.R.A.M. Charlton, S.N. White, P. Cunningham, M.J. Atherton.

To Commander (30.6.98) - I.H. Pattinson, J. Flanagan, J.F. Litchfield.

To Lieutenant Commander - A.M. Lustman (25.9.97), R. Wood (1.3.98).

QARNNS

To Lieutenant Commander (31.12.97) - H.L. Alkins.

MEDICAL AND DENTAL

To Surgeon Captain (31.12.97) - C.J. Churcher-Brown.

To Surgeon Commander - A.P. Roberts (A/Surg Cdr), C.J.A. Edwards, A.W. Morrison (A/Surg Cdr).

To Surgeon Captain (30.6.98) - A.R. Muiridge.

To Surgeon Commander - G.E.D. Howell, P.A. Hughes, M.H. Lygo.

To Surgeon Commander(D) (31.12.97) - A.B.C. Maxwell, S.J. Liggins.

ROYAL MARINES - GENERAL

To Colonel (31.12.97) - R.A. Fry MBE.

To Lieutenant Colonel (31.12.97) - M.N. Spicer (Act Lt Col).

To Colonel (30.6.98) - A.R. Pillar OBE (Loc. Col).

To Lieutenant Colonel (30.6.98) - S.T. Hartnell (Loc Lt Col), S.G.L.P. Buzza.

To Major (31.12.97) - G.R. Foster, R.A. Pickup, P.R. Mansell, R.E. Walker, D.A. Hook.

To Major (30.6.98) - N.M.B. Arding, J.J.A. Herring (Loc Maj), N.P. Brown (Loc Maj), S.G. Newing, C.R. Scott.

ROYAL NAVAL RESERVE

The following provisional selections have been made for promotion to date 30.9.97.

To Captain - T.R. Woolley.

To Surgeon Commander - P.K. Small, J.M. Norwood.

To Commander - A.E. Gould, J.E. Shaw, J.M. Morley, P.C. Crump, C.J. Aspinell, R.G. Avis, B.J. Thorne, S.M. Passmore.

To Surgeon Commander - P.K. Small, J.M. Norwood.

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NAVY NEWS looks back through its pages to recall some of the August headlines of past decades...

THE TIME OF YOUR LIVES



1977 - HMS Sheffield, first of the Type 42 frigates, was a star attraction at Portsmouth Navy Days for the base's 50th anniversary of the event.

Swap drafts

POWTR Warnecke, HMNB Portsmouth, ext 26487, drafted Northwood (DV required), Aug. 7. Will swap for any Portsmouth draft.

MEM(M)1 Davies (Scale B), HMS Newcastle, BFPO 343, deploying Nov. Will swap for any ship in refit or not deploying.

POWTR Williams (non-sea), RNC Greenwith ext 4022, drafted HMS Seahawk, Oct. 1. Will swap for Portsmouth/London area. Anywhere east of Cullrose considered.

LCH Sharpe, HMS Newcastle, BFPO 343, deploying Nov. Will consider any other draft.

CPOMEA(M/L) Robins, NTD Small Ships Section, HMNB Clyde ext 4004, will swap for any shore draft in Portsmouth, Plymouth, Bath, Bristol.

AB(M) Waring, drafted HMS Fearless, Nov. 10, will consider any ship deploying or not.

MEM(M) Hampson, QRF, BRNC ext 7072, drafted HMS Cardiff, Oct. 6. Will swap for any Type 23 or Plymouth ship deploying or not.

STD A. Hampson, HMS Grafton, BFPO 291, or 01752 368256, drafted HMS Lancaster, Oct. 1. Will swap for any Plymouth ship not deploying.

OM1(AW) Gareth Head, HMS Edinburgh, BFPO 277, or contact 01705 580386. Will swap for HMS Invincible or any Portsmouth ship not deploying.

RO1(T) Sparling, HMS Hurworth, deploying next year. Will swap for anything not deploying.

CH1 H. W. Davies, HMS Raleigh ext 41219, drafted HMS York, Nov. Will swap for any Devonport ship.

LWEM(O) Morrice, Sonar Section NTD, HMS Neptune (93255 3338). Billet would also suit LWEM(R), LOM(WSM), or any

(Sovereign), W.A. Clements (Sovereign).

To ACPOEA: S.J. Cadman (Drake CFM), S.A. Cathall (Neptune S.A.), C.A. Marsden (Sceptre), R.J. Price (CFM Portsmouth), M.R. Wallace (Richmond).

To CPOWEA: C.L. Daly (Neptune SM1), S.J. Heard (DCS SM Bristol).

To ACPOEA: M.A. Beasy (Exeter).

To CPOWEA: M.A. Batten (RNAS Cullrose), K.I. Connolly (815 Flt 214), C.J. McCulloch (815 Flt 227).

To ACPOEA: T.W. Horobin (815 Flt 214), A.H.D. George (815 Flt 214).

To CPCTC: P.A. Kavanagh (Beaver).

To ACPOCT: G.G. Ward (Invincible).

To CPOMT: S.B. Dunn (RN Gibraltar).

To ACPOEA: M.A. Beasy (Exeter).

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To ACPOEA: M.A. Beasy (Exeter).

40 years ago

FOLLOWING the Government's decision to end National Service, it was planned to reduce the manpower of the Royal Navy from 120,000 to between 90,000 and 100,000 by 1962. It was expected that 1,750 officers and hundreds of Regular ratings would be retired prematurely.

HMS Torquay became the first Whitby-class frigate to enter full operational service.

30 years ago

IN AN INTERVIEW with *Navy News*, the First Sea Lord, Admiral Sir Varyl - Begg, said the Government's defence reductions were not welcomed by the Services, but on the whole careers in the Navy had been safeguarded. The Armed Forces had been stretched, but with the decision to make Britain primarily a European power, commitments were being reduced. On the "thorny" subject of the decision to phase out aircraft carriers, Admiral Begg said that even mini-carriers were very expensive for a role which the Government was progressively leaving, and were therefore unobtainable.

20 years ago

THE HONG KONG Squadron was awarded the Wilkinson Sword of Peace for its work in the field of community relations and with the young people of the Colony.

Appointments

Cdr J. Donaldson to be CO HMS Cambridge. Oct. 28.

Lt Cdr M. C. Jones to be CO HMS Quorn. Dec. 9.

Lt Cdr G. L. Doyle to be CO HMS Brocklesby. Oct. 16.

Lt Cdr D. J. Wyatt to be OIC Southampton University RN Unit and CO HMS Blazer. Sept. 27.

Lt R. A. J. Bird to be OIC Manchester University RN Unit and CO HMS Biter. Aug. 12.

Lt R. M. W. Forester-Bennett to be CO HMS Gleaner. Nov. 3.

Lt L. S. Johnson to be CO HMS Orwell. Sept. 30.

Lt R. M. W. Forester-Bennett to be CO HMS Gleaner. Nov. 3.

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Navy News

Underwater aid for Navy's first submarine

Divers unblock Holland rescue

A TEAM of instructors from the Defence Diving School were called in to help in the long-term preservation of the Service's first submarine, Holland I, at the RN Submarine Museum.

The submarine was raised from the seabed 15 years ago but for the past two years has been immersed in a tank of water containing a special chemical designed to treat Holland's structure for atmospheric corrosion.

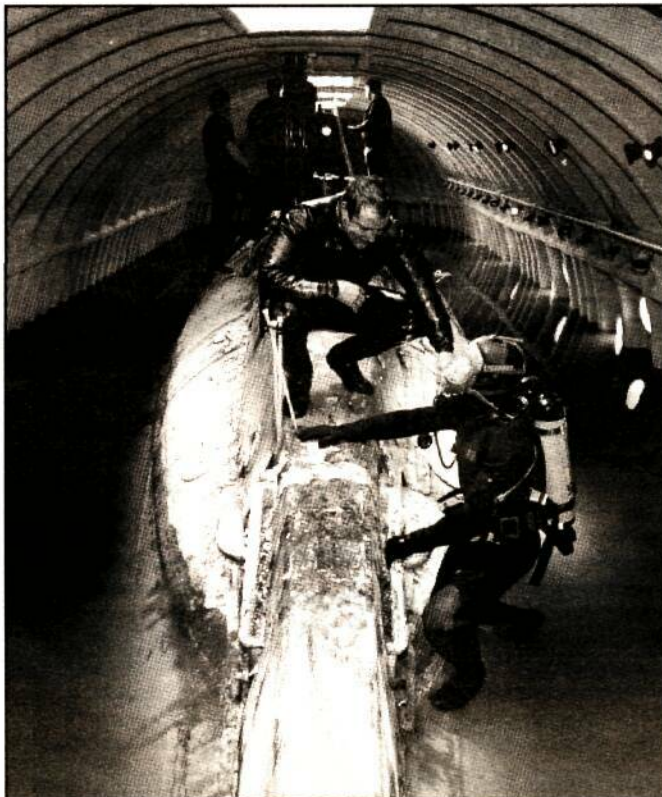
However, it was discovered recently that the water was no longer circulating properly – something which could lead to the boat being harmed by an incorrect concentration of the chemical.

The divers, from Horsea Island, Portsmouth, found that the problem was caused by a blocked manifold in the side of the boat and quickly remedied the fault.

Meanwhile, a full survey of the wreck of the 1880 submarine Resurgam has been completed. The submarine, which sank off North Wales while being towed from Birkenhead, has been inspected by divers from St Andrew's University in Scotland.

The rights to the 45ft vessel were signed over to the RN Submarine Museum by the descendants of the inventor, George Garrett. But having experienced the expensive operation to preserve the salvaged Holland I, Museum Director Cdr Jeff Tall has reservations about the practicality of raising and displaying Resurgam.

"When we see the report it may say she is best left where she is," he said.



● Defence diving school instructors who were called in to clear Holland I's 'tubes' to allow her preservation process to continue without harm to the historic submarine.

DSM donation accepted by lucky Gordon

THE DSM and Bar of a submariner lost with his vessel 55 years ago have been presented by his widow to the Royal Navy Submarine Museum – and they were accepted on its behalf by a man who must rank as one of the luckiest wartime sailors alive.

Mrs Elsie Jackman's husband Charles was a CPO who was awarded the medals for his gallantry during successful submarine patrols in the Mediterranean during World War II.

He first served in HMS Sturgeon and then in HMS Urge, which sank an Italian cruiser in 1942, barely four weeks before being sunk herself with all hands when she hit a mine en route to Alexandria.

The medals were accepted by another holder of the DSM and Bar – Gordon Selby. He was second cox'n of HM submarine Upholder (Lt Cdr Wanklyn VC) for all her Mediterranean patrols – except the last, in which she was lost with all hands.

He then joined HM submarine P39, and she was bombed and sunk in Malta. Next, he joined HMS Olympus to return home, but she was mined, only 12 on board surviving.

Then came HMS Sickle for a few months, and he left her shortly before she was lost. His next boat was HMS Storm in the Far East, and after her, Truculent, the submarine that after the war sank in the Thames estuary with heavy loss of life.



● Wartime submariner Gordon Selby – one of the luckiest men alive.

Post-war, Gordon Selby was an officers' training class instructor. As such he took his class on board the A-class submarine HMS Affray, but as he stowed his kit he collapsed, acutely ill. He was taken to hospital, and the Affray sailed without him on a voyage from which she nor any of those on board returned.

■ The Submarine Museum has also received the medals of the CO of HMS Storm, Lt Cdr Edward Young, the first RNVR officer to attain command of a submarine.

Going Outside



Deep study opened a new career for Andrew

WHEN Andrew Ashford opted for voluntary redundancy from the Navy less than two years ago, he found that the years of study he had put in while on patrol as a Polaris submariner was helping to open the doors to a new career.



DANIEL Ahern, a former lieutenant-commander, has become one of the first candidates to pass the National Vocational Qualification Level 3 in merchant vessel operations.

He attained the Class 3 (Deck) Certificate of Competency at Warsash Maritime Centre, taking the NVQ course as resettlement training.

Daniel joined the Royal Navy as an engineering mechanic rating in 1975, and later became a seaman officer. He left after 21 years service, and is now a second officer in the Merchant Navy. Picture: Roy Shaw

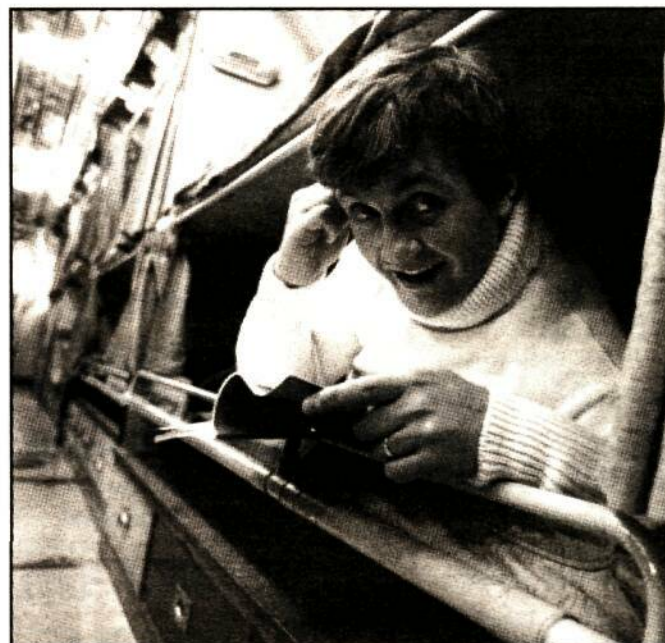
Andrew, a CPOWEA with 13 years' service, had gained a BSc degree from the Open University by spending his off-duty moments studying electronics and management systems.

Before leaving the Navy, he spent his pre-release training on a five-week course to qualify him for supervisory management in health and safety. "It was that that got me the job as health and safety controller with JT Ltd, the largest electrical training agency in the country," he said.

Now Andrew (31) works from his home in Hampshire and is responsible for 6,500 trainees in England and Wales.

Not only that, but his links with the Open University will, he hopes, extend into teaching. He has applied for an OU associate lectureship.

■ The 9,000 OU graduates announced this year range in age from 22 to over 80. As well as degree study, the OU is playing a leading role in professional and vocational education, allowing people to gain new qualifications while in work. Details are available from the Course Enquiry Service, Open University, PO Box 625, Milton Keynes, MK1 1TY (01908 858585).



● As a CPO in HMS Resolution, Andrew Ashford studied when off-watch for his BSc. Picture: Portsmouth News

John enters Civic Street

A FORMER Commanding Officer of HMS Victory has been appointed manager of Portsmouth's civic events.

John Whitehead (54), who left the Navy six years ago as a lieutenant-commander, will now have the task of organising a variety of major events in the city throughout each year – including royal visits and military commemorations.

Before being appointed as CO of Victory in 1988 he was Assistant Queen's Harbour Master at Portsmouth. After he left the Navy in 1991 he initially managed an Isle of Wight marina and yacht club to get it ready for resale, then became general manager of the Royal Armouries, setting up the artillery museum at Fort Nelson.



"There's no doubt that my acute knowledge of the dockyard and city interface has equipped me well for my present job," he told Navy News. Picture: Portsmouth News

Ex-steward who raised his sights to the roof

WHAT does an ex-PO Steward have in common with the head of a company which fits sheet lead to historic buildings? The answer is that they are one and the same man, in the case of former submariner Topsy Turner.

Although on the face of it the two careers are incompatible, Topsy believes that his experience in Navy catering and the Submarine Service stood him in good stead when he set up his small concern.

"In my everyday Service life there was bookwork for the mess – very useful for a business. Timekeeping is a superb skill on the outside where if people say 'I'm late, I'm late,' it's bad for business."

The success of Topsy's venture may be judged by the fact that his company recently refurbished the dome on the Old Naval Academy in Portsmouth Naval Base, and was asked to quote for work at No.10 Downing Street and Windsor Castle.

Unfortunately a road accident injury has meant Topsy can no longer take an active part in the work of the company. But he remains firmly of the opinion that it is up to the individual who is leaving the Navy to take his or her own decisions as to the future.

Extension help

PERSONNEL returning from abroad or from ships, with insufficient time to complete their 28-days pre-release training before terminal leave can now apply for an extension of service.

In exceptional cases those serving in UK shore billets may also apply. Applications must be sent to Commodore Naval Drafting or the relevant appointing authority.

Sub guru Gus dies aged 74

GUS BRITTON MBE, long-time research assistant at the Royal Navy Submarine Museum, died on July 21 after a sudden illness. He was 74.

He will be sorely missed by his many friends and contacts in the international submarine community with whom he kept up an extensive, witty correspondence.

Virtually every book of note on RN submarines that has appeared over the past 20 years has carried his name in the credits.

He served in the wartime submarines HMS Tribune and Uproar, and later in Tapir, Acheron, Scythian, Truculent, Alliance, Totem and Telemachus.

Princess visits HMS Dryad

THE PRINCESS Royal presented the Queen's Commendation for Bravery in the Air to Lt Robert Scott, on her visit to HMS Dryad.

As reported in our July issue, Lt Scott was flight commander of HMS Northumberland's Lynx when she was scrambled to rescue crew members from a stricken Rumanian ship in gale-lashed seas last year. He is now attending a course at Dryad.

During her tour, Princess Anne opened Black Swan Building, a new training block, and visited operational simulators. She ended her stay by meeting the families of Dryad personnel and members of the Black Swan Association.



● **Left: HMS Collingwood's Volunteer Band came second to HMS Sultan as this year's Best Band – but won out in three other categories.**

● **Below: The Collingwood band in 1947.**

● **Bottom: HMS Gannet's band, circa 1894. Note the two buglers of the Royal Marines Light Infantry – and the liveried faun mascot!**

In tune with their times – volunteer music makers of all ages

THESE three photographs span over a century of Royal Navy Volunteers and their predecessors, the 'Bluejacket Bands' writes Lt Brian Mills, Supply Officer Music at HQBS RM, HMS Nelson.

They also show their long tradition of support by the Royal Marines – continued to this day with the latest RN Volunteer Band Festival at HMS Collingwood.

The picture of HMS Collingwood Volunteer Band taken 50 years ago includes their RM instructor – and even the remarkable portrait of HMS Gannet's band, circa 1894, features two buglers of the Royal Marines Light Infantry.

These bands have a special place in the history of the RN – and its finest traditions of amateur music-making were observed this year during an intensive and very entertaining programme which saw musicians of all ages and skills, from novice drummers in their teens to former professional musicians in their sixties, gathered in competition.

The common thread that binds them is their love of music and this was clearly reflected in the enthusiasm with which they strutted their stuff on Collingwood's parade ground under a less than encouraging grey sky.

All sorts of unlikely combinations have flourished on board ship. Back in the 1920s HMS Dauntless had a jazz band as well as a traditional military band – augmented once again by a Royal Marines bugler.

In more recent years the bands have been placed on a more formal footing with the introduction of Instructors from the Royal Marines Band Service as Bandmasters, known as VBIs.

Some understanding of how they viewed their appointments can be gleaned from this extract of a poem published in *Blue Band* magazine in 1970:

Aye, Aye VBI

*There's a Royal Naval Establishment
South of Fareham Creek
Where strange sounds are emitted
Several times each week.
50 strong produce a banshee's wail,
Notes both low and high –
Welcome, reader, may I present
Your resident VBI*

*Instrumental balance, what is that?
Drafty is a thief.
Solo cornet leaves our shores –
Negative relief!
Four Euphoniums, two tenor Horns,
A soprano who does but try.
Three clarinets, 14 side drums,
Deafened VBI*

*And so, dear reader, I must state
Although at prose I am no hand,
This Volunteer Band in Collingwood
Is the finest in the land.
But before you decide to draft me, sir,
I'll shout it from the sky –
Don't volunteer for my job, lads,
Groveling VBI*

The RN Volunteer Band Festival grew out of a competition in which volunteer bands of the Fleet Air Arm competed for the



Bambara Trophy. This was widened to include volunteer bands competing for a variety of trophies in 1973 and since then has been held annually with bands travelling from all over the country and from Gibraltar and other far flung stations.

Most coveted trophy is the CinC Challenge Trophy awarded for the best band overall, which this year went to HMS Sultan. Collingwood came second, taking the Rose-Morris Trophy, but also won the best marching display and best drum major sections.

Over the past four years the newly re-established RN Pipers Society have made regular appearances, bringing in their own very distinctive style. Their sterling support for the Festival –

given despite the fact that they could not compete in their own right – was recognised this year with their award by Admiral Jeremy Blackham, the president of the RN Volunteer Band Association, of the Daedalus Trophy for the band whose performance reflected its finest spirit.

Results:

Best Band Overall – HMS Sultan; Second Placed Band Overall – HMS Collingwood; Best Marching Display – HMS Collingwood; Best Concert Performance – HMS Nelson; Second Placed Concert Band – HMS Neptune; Best Fleet Air Arm Band – HMS Seahawk; Best Drum Display – HMS Dryad; Best Drum Major – HMS Collingwood; Best Soloist – HMS Heron.



River deep, mountain high

A SERVICE team has visited both base camps on the world's third highest mountain – and ended up winning a raft race.

Lt Cdr Andy Mills (CSST Shore DVPT), Lt Cdr Dave Allen (WEO HMS Sheffield), Capt Andy Clark (2 Para) and C/Sgt Ron Burgess (10 Para) trekked to Pang Pema, base camp for Kanchenjunga, where they met the successful Gimmigela Expedition (see p29), and were joined by climber Lt Paul Hart (CTCRM Lympstone).

They then trekked on to the base camp at Oktang, enjoying spectacular views, before descending the Singalila Range.

During the descent the party had to contend with conditions from blizzards to thick jungle.

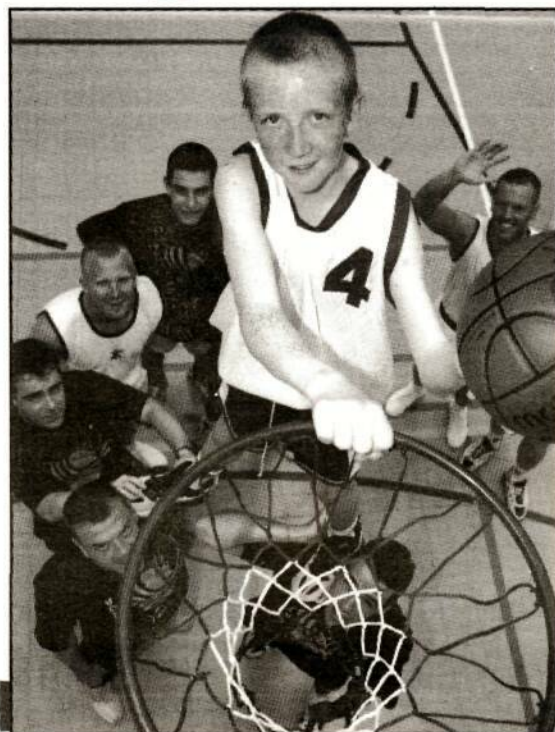
They finished their expedition by winning the 9th Annual Nepal White Water Rafting 18km competition.

Who dares enters

LIVE TV is looking for female contestants for "Who Dares Wins", an adventure sport based series. They must be fit, and "up for an exciting day out".

Contact Christina Ericsson on 0171 293 2390.

Special guests



THE ROYAL Navy has played a big part in the success of the Special Olympics National Summer Games in Portsmouth.

HMS Nelson was temporary home to 370 male and female competitors from Scotland and the North, hosted basketball and volleyball events, and provided a marquee and grandstands for other events.

Some 2,500 athletes competed in the games, the largest sporting event in the UK this year, and other RN elements had important roles to play.

WO John Snodden, of HMS Dryad's ceremonial training staff, co-ordinated the movement of athletes in and out of the Mountbatten Centre sports complex during the opening and closing ceremonies – shortly after training the royal guard for the handover in Hong Kong.

The Band of the Royal Marines, Portsmouth, played at the opening ceremony, and the Brickwoods field gun teams from HMS Collingwood competed in a midweek Olympic Tattoo.

Navy News played its part by organising a coach trip to the Royal Tournament.

The Navy also raised funds towards the £1.3m cost, and by the end of the games had raised £10,000, with HMS

Sultan, Dolphin, Nelson, Excellent, Portsmouth Naval Base and the St Anne's Church Chaplaincy prominent.

Individual volunteers gave up spare time or were freed from duties to lend a hand, and four officers officiated at basketball and volleyball events.

Commodore of HMS Nelson, Cdr John Hart, said: "It has been both a privilege and great fun to host the competitors in HMS Nelson."

Challenges

"They are very special people who have come to terms with severe learning disabilities, and now rise to meet sporting challenges at the highest level of their abilities. I am a fan."

He also acknowledged the support given by carers, Service personnel and civilians.

Second Sea Lord Admiral Sir Michael Boyce said: "I am delighted that the Navy has been able to assist the City of Portsmouth in the organisation of these marvellous games."

"Our people, both Service and civilian, have been generous with their time and effort in assisting with sporting and social events and in raising money."

"All those involved in any way with these very special athletes have found it an extremely rewarding experience."

● **High flyer** – Robbie Keenan (West of Scotland) gets a lift from Royal Marines boxers and PTIs from HMS Nelson. Picture: LA(PHOT) Steve Lewis (2SL).

In Brief

By the way – you won a race

A NAVY yachting crew found they had won their race class – at a cocktail party.

Skipper WO Ian Kane and the crew of medium cruiser Sealion were on Offshore Service Regatta guard-ship HMS Hurworth when they were told they had won the Army Sailing Association Cruiser Cup for the Gosport to Guernsey race.

The Navy team of Rapana, Gauntlet and Chaser, came second to the Army in the regatta.

Special trophies went to Rapana (skipper Cdr Mike Shrivies): Victoria Marine Trophy; Sea Nymph (Lt Cdr Langrishe): Braganza Cup; Spirit of Daedalus (Lt Phil Cogdell): Northshore MG346 Trophy; Gauntlet (Lt Cdr Mickey Broughton): 2A (medium racing) ASA Cup for second place.

Pedal power

RN CYCLISTS took the team prize at the first Inter-Services time trial of the season in Yorkshire.

POMEM(L) Robert Wilson (HMS Excellent) was second, taking the RN crown, and POMEM(L) Aran Stanton (Sultan) finished third. With CPOMEA Russ Forsdick (Neptune) sixth, they beat the RAF by two seconds.

Anybody who wants to know more about RN cycling should

Road runners

TERRY Pares (RM Poole) won the Culm Valley 10-mile race in 56m 18s, while Dai Roberts came second in the Worthing 10km, clocking 30m 46s.

Taff John (Collingwood), also took a second place, in the South Downs 10-miler, in a time of 63m 8s, while in the Launceston 10km, Claire Norsworthy (CINCLEET) was first lady home, and seventh overall, in 40m 11s.

Turbulent triumph

HMS TURBULENT successfully defended the Mini Ships soccer cup title with a hard-fought victory over HMS Atherstone.

Goals from CPOMEA Kev Alderson (two), LMEM Knochner White and MEM Axel Foley gave the submariners a 4-3 win.

Meanwhile, HMS Sultan won the US Football 7-a-side tournament at Collingwood, beating the home side. The Plate final was won by RM Poole, who beat HMS Excellent 1-0.

In the Tunney Cup at RM

Vivid success

HMS VIVID has been bagging trophies at shooting competitions.

The Plymouth RNR unit bagged five out of eight prizes at the Plymouth and Scottish Area Rifle Association contest, with LS Nigel Raddie taking the rifle, revolver and small arms trophies.

They followed up by taking the Cock of the Fleet title from HMS President, who finished second, at the RNR Rifle Association meeting at Bisley – both teams won two titles. LS Raddie took two prizes.

Hockey players call

US PORTSMOUTH Hockey Club is looking for players, male and female, and umpires for the new season – ring CCMEA(M) Steve Wright on 01705 723212 or CWRS Lou Oram on 01329 332785, or turn up for trials on September 6.

Steve also wants to hear from all serving and ex-Navy umpires who have not been contacted in order to complete the umpire database.

Regatta victory

HMS SCOTIA midshipmen Sam Mettam and Andrew James won the Bunberry Cup during the RNR Regatta at HMS Excellent.

The event drew teams from Reserve Training Centres and University RN Units for a series of 14ft Bosun dinghy races in several categories.

Duels add spice to RN championships

THERE were some titanic duels at the RN Athletics Championships at Burnaby Road.

In the sprints, CPO Rupert Williams (Scotland) pipped Lt Paul Attwood (RM) in the 100m, but the positions were reversed in the 200m.

Lt Tim Wigham took the 400m with some ease, while an exciting 800m tussle was only decided in the last few metres, when LPT Mick Breed (Portsmouth) edged clear of OM Kevin Steele (Plymouth).

Two of the Navy's top distance runners came head-to-head in the 1,500m and 5,000m. In the metric mile, Lt Cdr Dai Roberts (Portsmouth) set a good pace, tracked by Mne Mark Croasdale.

Mark broke for home 300m from home, finishing in 4m 5.3s, with Dai finishing two seconds later.

Pattern

The same pattern was repeated in the 5,000m, with Mark finishing in 15m 07s, and Dai eight seconds behind.

In the field events, Mne Wright took the long and triple jumps.

The relays turned into a Plymouth-RM confrontation, the Marines winning the sprint and Plymouth taking the 4x400m, though it wasn't enough to stop the Marines clearly winning the Inter-Command title.

In the Ladies' competition, LWPT Zoe Hambly (Air/Scotland) took the sprint titles, while team-mates LWPT Belinda Fear won the middle-distance events and LWPT Nicky Telford won the long and triple jumps. Plymouth was Inter-Command winner.

□ Two Navy runners finished in the top ten of the Potteries marathon. Simon Sheard (CINCLEET) and



● **Sprint champ** CPO Rupert Williams (left) finishing third in a league match at Crystal Palace.

Al Rich (HMS Osprey) started steadily, and had moved right through the 2,000-strong field by half-way.

Sheard caught the leading group and finished strongly in torrential rain to finish fourth in 2h 34m 47s, while Rich ran in ninth – the second over-45 veteran – in 2h 36m 8s.

Meanwhile Navy veteran Bob Chapman (Heron) took the South West Veterans 1,500m title at Exeter, and two weeks later ran a fine 4th in the British Veterans Championships in Blackpool.



● **Eight plus one** – from left, Lt Andy Rimington, Capt Andy Matthews, Lt Cdr Russ Matthews, Lt Cdr Anthony Gray, cox S/Lt Charlotte Drake, Lt Rob Unsworth, Capt Justin Smallwood RM, Lt Ed Hayter and Cdr Dave Hoskings. Picture: Fiona Devine.

Navy battles for river supremacy

A NAVY rowing crew drawn from around the world has competed at Henley in the Thames Challenge Cup, writes Fiona Devine.

Although they battled through bad weather over the 2,200m course, finishing in a time of 6m 45s., they did not qualify for the next round.

Squad Captain Lt Cdr Russ Matthews said: "It was an excellent effort, beaten only by far more estab-

lished crews."

The eight puts a huge personal commitment to achieve a place on the team, including training sessions on the Thames every other weekend from January to March.

The squad is now preparing for the gruelling Head of the River race in November.

Anyone interested in competing for a place should contact Russ on Abbey Wood ext 36357.

Bill reigns in bad weather



● **In the swing** – POPT Bill Stretton.

THE ROYAL Navy Strokeplay Championships were played at Woodbury Park, Exeter, in some of the most trying weather conditions imaginable, writes Cdr Gary Skinnis.

The Nigel Mansell-owned complex proved an excellent venue for the event, with the course providing a stern test for the players and the overall facilities second to none.

The Championships were honoured to have the Duke of York, patron of Navy golf, playing in the event for the first time, and he was joined by Nigel Mansell playing as a guest.

In a short ceremony, the former Formula One champion was "served with his call-up papers" by the RNGA chairman, enrolling him as an "honorary temporary" lieutenant, thus making him eligible to play.

Weather conditions influenced play significantly for three of the four rounds, and the situation became severe enough for the committee to reduce the third round to nine holes.

Greenkeeping staff worked miracles during the incessant rain over two days to ensure the championship was completed on time.

Given the conditions, some excellent golf was played and none more so than eventual winner POPT Bill Stretton, of HMS Heron.

He endured the last-round weather conditions better than anyone and his score of 79

for the final 18 holes was remarkable.

Starting six shots behind third-round leader WEM(R) Alistair Westbury (HMS St Vincent), Stretton used his natural restricted swing to great advantage, managing to keep the ball in play better than most, and finished with a magnificent birdie two.

Of the remaining players on the course, only Cpl Chris Graham (RMR Bristol) was in a position to deny Stretton the title, but having played solidly for most of the round, Graham unfortunately could not hold it together in the final three holes where he dropped three to end one behind Stretton.

Disappointed

Westbury found conditions not to his liking at all, and the pre-tournament favourite soon saw his third-round lead disappear. He will be disappointed in his third place, but he remains one of the best finds of recent years. Stretton's win met with widespread acclaim. He has been a popular member of the representative squad for a number of years, and has twice played at Inter-Service level.

In addition to his playing prowess, he has amused post-match gatherings with his after-dinner entertainment, and his presence in both capacities will be missed when he leaves the Service at the end of this year.

The win was also greeted with much celebration in the Stretton household as Bill's

father Gus (at the time a Fleet Chief PTI) also won the Navy championship in 1973.

They represent the only father and son ever to have held the title and as an added twist, the 1973 championships was also reduced to 63 holes because of the weather.

The team was won for the third year running by the Naval Air Command, despite being weakened by absences on deployments, and the Royal Marines came through strongly to pip Plymouth for the runner-up spot.

The prize-giving was a splendid affair, with Nigel Mansell saying a few words on behalf of Woodbury Park and the Duke of York, who performed creditably on the course in making the cut, presenting prizes.

The next representative fixture is the annual match against Dorset to be played at Parkstone Golf Club as Navy News goes to print. A report of this, and the Navy Cup, will appear in the September issue of Navy News.

Finally, serving golfers are reminded of the existence of the Royal Navy Golfing Society. The organisation is open to all serving and retired personnel, runs an active fixture list of matches and meetings and offers the opportunity to maintain contact with old friends through golf while serving or after retirement.

Anyone interested should contact Cdr M. Bates, Secretary RNGS, on Centurion 2381, or details may be obtained through the Secretary RNGA.

Sport

Marines in Three Peaks triumph

A TEAM of five Royal Marines have stormed to victory in one of the most gruelling races to be held in Britain.

They sailed and ran to first place in the Three Peaks Yacht Race, taking three days and 17 hours to sail 365 miles and climbing Snowdon, Scafell Pike and Ben Nevis. Nearest of their 22 rivals were four hours behind them at the finish line at Fort William, Scotland.

Sailing a 40ft racing trimaran called *Royal Marine Commando*, they took six awards – for being the first placed multi-hull vessel, separate trophies for winning each of the three legs, three cups for the fastest run on the three mountains, and the Light Infantry Bugle for being the first Service or police team entered.

The team's runners were Mne

David Rodgers (45 Cdo) and Capt John Rye (HQ Cdo Aviation, Yeovilton). They also helped sail the trimaran skippered by Major Jerry Heal (Second Sea Lord's staff) and crewed by Cpls Colin Murray and Justin Morton (both RM Stonehouse).

Their highly competitive craft was equipped with a lifting dagger board and rudder allowing the draft to be reduced to less than two feet. Her large sail area, fractionally rigged on a disproportionately tall mast, drove her at speeds of over 25 knots.

In calm waters, rowing positions allowed her to be driven at over three knots.

The runners' aggregate time for the three mountains was 11 hr 23



min, all the more remarkable as John Rye pulled a calf muscle before reaching the 3,120ft Scafell Pike – at 32 miles the longest of the runs.

Twenty-four hours earlier they had made a night run to the 3,560ft peak of Snowdon and back – a dis-

tance of 24 miles. The final and decisive run was on the highest of the peaks, Ben Nevis (4,406ft), a distance of 19 miles.

For much of the time *Royal Marine Commando* had to battle against adverse tides and lack of winds. On the last leg, between

● Under sail for victory in one of Britain's toughest races – Cpl Colin Murray (left), Cpl Justin Morton and (right) Major Jerry Heal (skipper) in their trimaran *Royal Marine Commando*.

Ravenglass and Fort William, it seemed the Marines' chances of winning looked bleak when they lost a rowlock while having to row for much of the last 45 miles.

They managed poorly with a jury rig, but were relieved as a 10 knot wind began filling from the west.

Kick-off for Rugby League in Navy

RUGBY LEAGUE has arrived in the Royal Navy. The RN Rugby League Association (RNRLA) has now been formed and approved by the Sports Control Board.

The sport will be launched in the Service with an inaugural match against a Barla GB Under-23s XIII at Burnaby Road, Portsmouth, on September 17, kick-off 1830.

The acknowledgement of Rugby League as an approved sport in the Navy is largely due to a group of enthusiasts at HMS Collingwood and HMS Osprey who have been training since spring and whose successes at competitions have included the Army's nine-a-side contest.

The RNRL Committee consists of many representatives from the RN and RM, with Commodore John Chadwick, Commanding Officer of HMS Collingwood as president. Other officers include Lt Cdr Vic Muscroft (chairman) and Lt Mike Meacham (vice chairman).

The originators of the idea – POPTI Wayne Okell, RS Steve Smallbone and RS Paul Wilkinson – also hold key positions in the organisation.

Cricket round-up

by Lt Cdr Jim Danks

ALTHOUGH the Royal Navy beat the Army by two wickets in the first match of the three-day Inter-Services Under-25 competition, they made little headway against the RAF whose 144-run victory secured the trophy.

The tournament was held at Burnaby Road, Portsmouth on July 11-13, and after winning the toss, CK Mark Toogood (HMS Cumberland) put the Army in to bat, being rewarded when his bowlers captured three easy wickets for 8 runs.

However, an excellent century from L/Cpl Steve Hole – 117 not out – held the innings together, and the Army recovered to make 247 for 8 from their 55 overs.

AEM Mark Robins with 0-23 was in good form and was supported by S/Lt Paul Noon (HMS Seahawk) who took 3 for 32 at the end of the innings.

Steady reply

The Navy reply was steady rather than spectacular, and after 25 overs they had reached 80 for 3. When Noon was fourth out with the score at 89, Lt David Pinder (HMS Sultan), in his first year in

Navy cricket, joined Toogood, and in a match-winning stand of 112 took the score to 201 before Toogood went lbw for 78 from just 90 balls, including 10 fours.

Pinder, who then required a runner, made an equally aggressive 69 before being bowled with the score at 244 for 8, and the Navy needing 4 runs from 3 balls with 2 wickets in hand.

Exciting victory

Robins scored six runs from his first two deliveries, and the Navy had achieved an exciting victory with just one ball remaining. It was a triumph for the team who had lost half their matches to weather, and it came on the back of a fine victory over US Portsmouth the previous week.

Score: Army 247 for 8, RN 250 for 8.

On the second day the very good

RAF team inflicted a six-wicket defeat on the Army who seemed shattered by the loss to the Navy.

In the final, Toogood was again fortunate with the toss, but despite removing the prolific SAC Mark Bray for 14, the Navy bowlers could not maintain an accurate line.

Fine batting by the RAF middle order, assisted by 33 wides, enabled the RAF to score a formidable total of 279 for 8. The Navy batsmen never got on top of the very accurate RAF bowling and were all out for 135.

Score: 279 for 8 RN 135 all out.

■ Four Navy players were selected for the Combined Services Under 25 XI against the English Schools Cricket Association: WEM Mark Hull (HMS Warrior), CK Toogood (capt), Lt Pinder and AEM Warren Russell-Smith (HMS Heron).

Royal Navy v Hants. II at Portsmouth

The Navy won the toss and Hampshire batted. After Cpl Andy Hurry (40 Cdo) had bowled Paul Whittaker for 4, the Hampshire batsmen were generally on top of the bowlers.

Stuart Milburn removed the Navy openers with the score on 26. Lt Cdr Piers Moore (HMS Dolphin) then held the innings together, making a fine 62 before being ninth out with the score on 132.

Score: Hants. II 240-4, RN 138.

Royal Navy v United London Banks at Portsmouth

Skipper Chris Slocombe put the Banks in on a soft pitch, and they faced very tight bowling. POMEA David Garbutt bowled 11 overs for just 19 runs, and with Slocombe taking 4 for 25, the Banks were all out for 161. Spin bowler Mne Greg Owen (40 Cdo), in his debut for the senior side, took 2-31.

AEM David Harrison (HMS Heron) made 25 before Owen joined Mne Sean Needham (RM Poole) in a stand of 71 in 29 minutes. Needham was at 66 when the Navy secured a six-wicket victory.

Score: ULB 161, RN 162 for 4.

Mixed fortunes for Under-25s



You're a star, John!

WHEN Liverpool fanatic LSTD Eddie Grant found out his hero John Barnes was coming to Hong Kong he had no doubt the soccer star would want to visit HMS Chatham in Victoria Harbour.

After several fruitless telephone calls to Anfield he struck lucky when he met the promoter of the Sing-Tao and Inter-Milan game in which Barnes was to be guest captain.

The invitation duly reached John and soccer fans in the ship were delighted when the star turned up after the match.

He is pictured surrounded by his fans – (l-r) PO Grimes, STD Leon Nethercot, LSTD Eddie Grant and PO Strech Waring who all promised to make John really famous with a dit in *Navy News*.

Picture: LA(PHOT) Chris Brick.

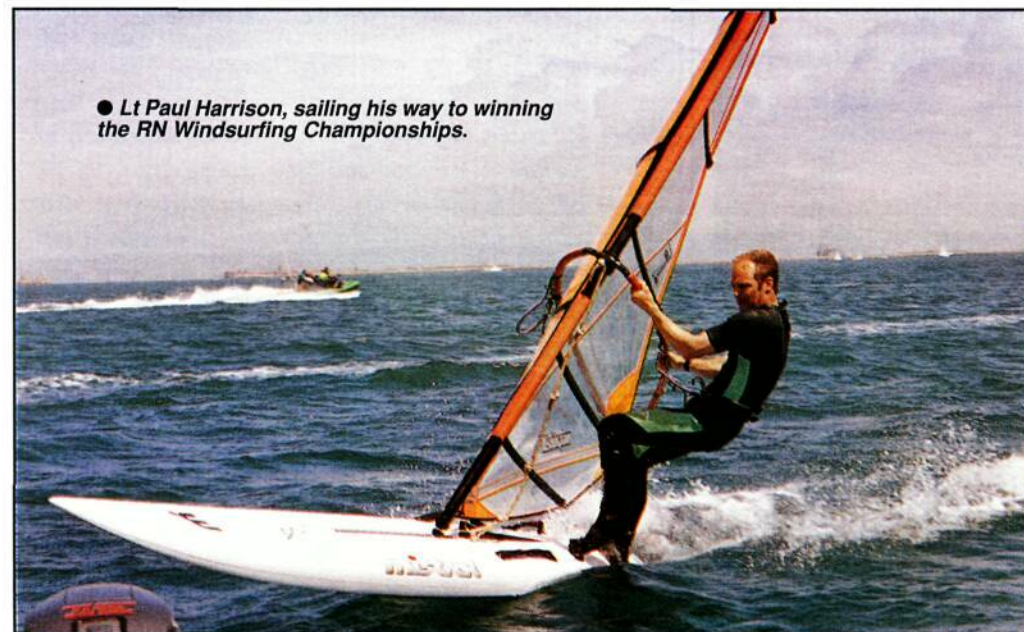
Heron riders take novice honours

HMS HERON took the team prize in the RN and RM Novice Equitation Championships held at the Naval Riding Centre at HMS Dryad. Heron team member Lt Charlotte Robinson also won the individual award.

The Mountbatten Cup for the best RM rider went to Capt Nigel Gidney (RM Poole).

Other members of the Heron team were S/Lt John Finn and Mrs Theresa Jarvis. They competed against ten other teams.

The RN and RM Senior Equitation Championships, including Army, RAF and police competitors, will be held at the Naval Riding Centre on September 14.



● Lt Paul Harrison, sailing his way to winning the RN Windsurfing Championships.

Fair wind at big event

THE BEST WIND conditions for five years greeted competitors at this year's Royal Navy Windsurfing Championships at RNAS Portland, the field of 24 enjoying close racing in Force 4-6 southerlies and sunshine.

After five races the RN team manager, Lt Paul Harrison narrowly beat CPOWEA Dave Strudwick to become overall winner. Lt Mike Smith won the open class (6.5sq metres) with Lt Steve Bignell performing well in his first race, to win the novices' prize.

This year also saw the introduction of an unofficial Formula 42 category, with POAEM Paul Morris attaining impressive speeds on his race slalom board to take class honours.

The Second Sea Lord, Sir Michael Boyce, competed in the second day's races – and presented the prizes.

Those interested in competing at regional or national level should contact Lt Harrison on Abbey Wood (9352) 30713.

Alert over legal claims

DEFENCE Ministers and Service chiefs are to get a new legal report annually to keep the Armed Forces alert to the rising tide of personal injury claims being received by Service personnel.

Since MOD immunity from litigation on health and safety issues was repealed ten years ago, the cost of claims has risen from a modest £5,000 in 1987-88 to £14.7 million in 1996-97. An increasing tendency in society to use litigation is also thought to be a factor.

Over the past six years, successful claims by serving or former employees have risen seven-fold, costing a total of £65 million since the law was changed. A third of claims are challenged, but more than 95 per cent are settled out of court.

Top cleric dies

FORMER Chaplain of the Fleet, the Ven. Michael Bucks, died on July 20, aged 57.

He officially retired on June 10, although he relinquished his duties last March.

The Ven. Bucks, an Anglican, joined the Naval Chaplaincy Service in 1969 after a spell as a clergyman in his native Cumbria.

He was appointed Chaplain of the Fleet and Director General of the Naval Chaplaincy Service in 1993. He is survived by his wife, his son and daughter.



CRABB'S MEDALS GO TO MUSEUM

THE PRIZED collection of medals belonging to frogman "Buster" Crabb have been presented to the Royal Naval Museum.

The collection has added significance because of the mystery that still surrounds the death of the alleged spy.

Lt Cdr Lionel Crabb vanished in April 1956, during the visit to Portsmouth by Soviet leaders Bulganin and Krushchev, aboard two warships.

The Admiralty said Crabb was "missing, pre-

sumed dead after failing to return from an underwater trial," and speculation was rife he was caught inspecting the Soviet ships' hulls.

A headless, handless corpse found in Chichester Harbour the following year was identified by a colleague as the celebrated wartime diver, but subsequent investigations have muddled the waters, and the legend has been fed by reported sightings of Crabb behind the former Iron Curtain.

The collection of medals will be handed over by the Rt. Rev. Jeremy Walsh, who is Crabb's

second cousin.

Bishop Walsh said: "My mother (Crabb's cousin) felt she should add his decorations to the inscription on the gravestone in Milton Cemetery, but this in no way was meant to acknowledge that the remains buried are those of Buster Crabb."

"The family still wait for the official papers on his disappearance to be released, but they were not released on the expiry of 30 years in 1987. They may well be kept secret for many more years."

Gloucester Down Under

TYPE 42 destroyer HMS Gloucester is pictured arriving at Napier in New Zealand.

Gloucester has conducted exercises with New Zealand and Australian forces while visiting Auckland, Napier, Wellington, Hobart and Adelaide, including an air defence exercise with the Royal New Zealand Air Force.

After leaving Adelaide the destroyer headed for Albany, and finished her Australasian tour with a visit to Bunbury, 100 miles south of the main Task Group in Fremantle.

Norfolk to the rescue

A RUSSIAN sailor has been airlifted to hospital by the Royal Navy after falling ill in the Caribbean.

The man was one of two seamen aboard the Russian MV Vladimire Vysotskiy who fell ill after drinking methanol.

Type 23 frigate HMS Norfolk, approaching the end of her seven-month South Atlantic

deployment, answered a Mayday call and sent her Lynx, from 815 Squadron, to winch a medical team on to the ship and transfer one man back to the Norfolk for emergency treatment – the other had died.

The ship then steamed towards the Dutch Antilles, where the casualty was airlifted to hospital.

Joint bid wins FMRO contract

HOPES are high that the new regime at the Fleet Maintenance and Repair Organisation (FMRO) will attract new work for Portsmouth Naval Base.

Pending detailed negotiation, the contract to manage FMRO for the next five years has gone to Fleet Support Ltd (FSL), a consortium of Vosper Thornycroft and VSEL (GEC Marine), who were chosen after a comprehensive market-testing operation.

FSL is promising a bright future for FMRO, which provides maintenance and engineering support for Portsmouth-based and visiting ships.

Chairman Brian George said: "FSL realises how important the FMRO is to the local economy. We will be looking to build upon Portsmouth's reputation as the leading facility in the UK for repairing and maintaining Royal Navy ships."

FMRO currently employs around 1,000 people – under FSL proposals 90 jobs will go as the workforce transfers across – but savings of 30-35 per cent, up to £70m over five years, are forecast.

Facilities will be leased to FSL over the five years, probably starting November 1, but the MOD remains the owner.

Fleet at Fremantle

SHIPS of the Ocean Wave task force have made a big impression on West Australia at the furthest point on their deployment.

HMS Illustrious, Beaver and Richmond, along with RFAs Diligence, Fort Austin and Fort George, spent a week at Fremantle.

Queues developed two hours before the ships opened to the public, and stretched for around 200 yards at times.

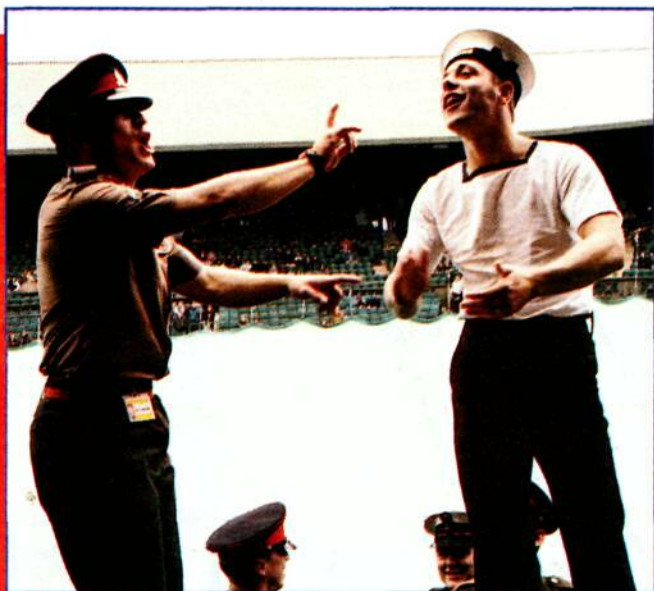
The media were also interested, with three TV helicopters filming the ships' arrival.

On the second day Rear Admiral

Alan West, the Commander UK Task Group, held Divisions on the quayside, putting some 900 people on parade.

Meanwhile the two submarines accompanying the Task Group, HMS Trenchant and Trafalgar, visited HMAS Stirling, the RAN Fleet Base West.

□ The RN is one of the first beneficiaries of a new Memorandum of Understanding between the UK and Australia to improve logistical co-operation – the Ocean Wave task group has been fuelled under the terms of the reciprocal agreement.



● **Courting fame** – MEM(L) Alex Keeley, from HMS Drake, takes his cue from Sir Cliff Richard's performance last year, and entertains spectators at rain-hit Wimbledon with a few songs. Alex was one of the Service ushers at the event.

Picture: Hannah Vilevsky

Recruit dies on training march

A ROYAL Marine recruit collapsed and died while taking part in a 30-mile march on Dartmoor.

Mne Andrew Charnock was nearing the end of his Commando training at Lympstone when the incident occurred on July 8.

He was among a group of trainees who had reached the half-way stage of the eight-hour march designed as the final test on the Commando course. He collapsed at 9.30am on the warm, sunny day.

Mne Charnock was flown to Derriford Hospital where he was found to be dead on arrival. An inquiry is being held.



● **Pipe down** – Drum Major Peter Toole, of The Highlanders, with OM Andrew White (left) and OM James Dawson at the commissioning of the Navy's latest warship, HMS Sutherland, at Devonport. Sutherland is the 13th of 16 Type 23 frigates, and joins the Devonport-based 6th Frigate Squadron.

Picture: LA(PHOT) Andy White (Captain H) Photographic Unit.

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Plymouth NAVY days

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SAT 23, SUN 24 AND MON 25 AUGUST

The traditional Navy Days when the Men, Women, Ships, Aircraft and Equipment of the Royal Navy and the Royal Marines are on show to the public.

A great day out for the family with Ships, air, water and central arena displays. Warships from other countries and great sailing ships will also be on view.

There will be many displays to show the varied aspects of Plymouth's great maritime community.

Above all, come and meet Naval people of all ranks who will explain the role of the Royal Navy and how the Fleet is supported world-wide.

<p>Open: 9:30am - 6.00pm</p> <p>Best Route: Approach Plymouth on either the M5/A38 or A386 then follow the signs to the Navy Days entrance at Camels Head Gate.</p> <p>Admission Prices</p> <table border="0"> <tr><td>Adult.....</td><td>£5.00</td></tr> <tr><td>Children/OAPS.....</td><td>£2.50</td></tr> <tr><td>Family Ticket.....</td><td>£10.00</td></tr> </table>	Adult.....	£5.00	Children/OAPS.....	£2.50	Family Ticket.....	£10.00	<p>Parking: FREE for cars & coaches.</p> <p>Disabled Access: Full Naval Base Access but restricted for visits to ships.</p> <p><i>A wide variety of excellent West Country food and refreshments available throughout the Naval Base</i></p> <p>Discounts</p> <p>Discounts for advance bookings as from 1 March: 01752 266031, Fax 266033 or 01752 265105, Fax 257955</p>
Adult.....	£5.00						
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